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TABULATED PRESSURE MEASUREMENTS
ON AN EXECUTIVE-TYPE JET TRANSPORT
MODEL WITH A SUPERCRITICAL WING

By Dennis W. Bartlett

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TABULATED PRESSURE MEASUREMENTS
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MODEL WITH A SUPERCRITICAL WING

By Dennis W. Bartlett
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SUMMARY

An investigation has been conducted in the Langley 8-foot transonic pressure tunnel of a 1/9-scale model of an existing executive-type jet transport refitted with a supercritical wing. The supercritical wing had the same sweep as the original airplane wing but had maximum thickness-chord ratios 33 percent larger at the mean geometric chord and almost 50 percent larger at the wing-fuselage juncture. Wing pressure distributions and fuselage pressure distributions in the vicinity of the left nacelle were measured at Mach numbers from 0.25 to 0.90 at angles of attack that generally varied from -2° to 10° . Results are presented in tabular form without analysis.

INTRODUCTION

Over the past several years a general research effort has been underway at the National Aeronautics and Space Administration to develop technology for the design of wings which incorporate the NASA supercritical airfoil (refs. 1 and 2), and investigations have been conducted on both wind-tunnel models and full-scale research airplanes with supercritical wings (ref. 3). The NASA has also funded several system design and integration studies (ref. 4) which were directed toward defining technology advances that would contribute to a superior new generation of subsonic long-haul transports, and supercritical aerodynamics was the primary impetus behind these studies. (See ref. 5.)

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Recently, manufacturers of small executive-type (business) jet transport have shown interest in using supercritical-airfoil technology to improve the performance of this class of airplanes. Therefore, the NASA has entered into cooperative-endeavor agreements with several of these manufacturers to provide technical assistance with the design and application of wings which incorporate the NASA supercritical airfoil.

As part of this endeavor an investigation has been conducted in the Langley 8-foot transonic pressure tunnel of a 1/9-scale model of an existing executive-type jet transport refitted with a supercritical wing having the same sweep as the original wing but with maximum thickness-chord ratios 33 percent larger at the mean geometric chord and almost 50 percent larger at the wing-fuselage juncture. Full-scale low-speed wind-tunnel tests were conducted in late 1969 by NASA (ref. 6) on an earlier model of the basic airplane (Learjet model 23). The basic airplane model used for the present investigation is a later version with a stretched fuselage (Learjet model 25).

Most of the investigation involved refining the inboard region of the supercritical wing to reduce adverse interference associated with the nacelles and pylons overhanging the wing upper surface. The longitudinal and lateral aerodynamic results of the investigation and selected wing and fuselage pressure distributions near the mean cruise lift coefficient are presented and discussed in reference 7. This report documents the wing and fuselage pressure data for the complete angle-of-attack and Mach-number ranges for the majority of configurations for which force and moment data are presented in reference 7.

Pressure data are presented at Mach numbers from 0.25 to 0.90 and for angles of attack that generally varied from -2° to 10° .

The pressure data are presented herein in tabular form without analysis. No data were obtained for the aircraft with the original wing.

SYMBOLS

Values are given in both SI and U.S. Customary Units, however. measurements and calculations were made in U.S. Customary Units. The pressure data presented herein were tabulated by machine, and the limitations of the machine as to available type faces necessitated some differences between the notation of these tables and conventional symbols. The symbols are given in the conventional form with the machine notation included in parentheses.

b	wing span, 133.198 cm (52.440 in.)
C_p	pressure coefficient, $\frac{p_l - p_\infty}{q}$
c	local streamwise chord of wing (see table II(a))
c'	local streamwise chord of wing determined in fuselage-station-- water-line coordinate system (see table III(a))
\bar{c}	mean geometric chord of reference-wing panel, 24.585 cm (9.679 in.), defined as $b/S \int_0^1 c^2 d\left(\frac{y}{b/2}\right)$
i_n	nacelle-pylon incidence angle, referred to fuselage water line, positive for leading edge up, deg (see fig. 1(b))
i_w	local wing section incidence angle, referred to fuselage water line, positive for leading edge up, deg
M	free-stream Mach number
p_l	local static pressure
p_n	static pressure measured in right nacelle
$p_{t,\infty}$	free-stream total pressure
p_∞	free-stream static pressure
q_∞	free-stream dynamic pressure

[REDACTED]

R Reynolds number

S area of reference-wing planform including fuselage intercept, 0.312 m^2
 (3.354 ft^2)

x streamwise distance measured from leading edge of wing parallel to
 local chord, positive toward wing trailing edge (see table II(a))

z vertical distance measured normal to x, referred to local chord,
 positive up (see table II(a))

x' streamwise distance measured from leading edge of wing parallel to
 water line, positive toward wing trailing edge (see table III(a))

z' vertical distance measured normal to x', referred to water line
 zero, positive up (see table III(a))

x/c (X/C) nondimensionalized longitudinal location of wing pressure orifices

X/L nondimensionalized longitudinal location of fuselage pressure
 orifices, where X corresponds to fuselage station and L is the
 model length, 161.592 cm (63.619 in.)

y spanwise distance measured normal to model plane of symmetry, 0 at
 fuselage center line

α angle of attack, referred to fuselage water line, deg

β angle of sideslip, referred to fuselage center line, positive when
 nose is left, deg

Γ_n nacelle-pylon dihedral angle, referred to fuselage water line, deg
 (see fig. 1(h))

δ_a' deflection angle of either aileron, positive when trailing edge is
 down, deg

- δ_e elevator deflection angle, referred to horizontal-tail plane,
positive when trailing edge is down, deg
- δ_h horizontal-tail deflection angle, referred to fuselage water line,
positive when trailing edge is down, deg

Subscripts:

- L left
- R right
- T location of wing boundary-layer trips

Abbreviations:

- c.g. center of gravity
- F.S. fuselage station
- L.E. leading edge
- M.G.C. mean geometric chord
- T.E. trailing edge
- WL water line

TEST FACILITY

The investigation was conducted in the Langley 8-foot transonic pressure tunnel. (See ref. 8.) This facility is a continuous-flow single-return rectangular slotted-throat tunnel having controls that allow for independent variation of Mach number, density, stagnation temperature, and dewpoint temperature. The test section is approximately 2.2 m (7.1 ft) square (same cross-sectional area as that of a circle with a 2.4 m (8-ft) diameter) with the upper

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and lower walls axially slotted to permit the test-section Mach number to be changed continuously throughout the transonic speed range. The slotted top and bottom walls each have an average open ratio of approximately 0.06. The stagnation pressure in the tunnel can be varied from a minimum of about 0.25 atm ($1 \text{ atm} = 0.101 \text{ MN/m}^2$) at all Mach numbers to a maximum of approximately 2.00 atm at Mach numbers less than 0.40. At transonic Mach numbers, however, the maximum stagnation pressure that can be obtained is about 1.5 atm.

MODEL DESCRIPTION

Drawings of the 1/9-scale model are presented in figure 1, and photographs of the model installed in the Langley 8-foot transonic pressure tunnel are presented as figure 2. Additional geometric characteristics for the wing, horizontal tail, and vertical tail are given in table I.

Supercritical Wing

The supercritical airfoils used for the present wing have considerably less aft camber than previously designed NASA supercritical airfoils. Very little camber is required because of the relatively low cruise lift-coefficient range ($C_L = 0.2$ to 0.3) for this type of aircraft. No two-dimensional data are available for the basic airfoil section used for the present supercritical wing; however, two-dimensional data on supercritical airfoils designed for higher cruise lift coefficients are given in references 1 and 2.

The supercritical wing was designed to replace the original wing on the aircraft without extensive modifications to the fuselage or relocation of the engine nacelles. The coordinates for the airfoils used to define the supercritical wing for the initial configuration are given in table II. Subsequent to the investigation (after extensive modifications (figs. 1(d) and 1(e)) were made in the wind tunnel to the inboard section of the wing in the vicinity of the nacelles),

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the wing (fig. 1(e)) was measured while mounted on the fuselage, and these coordinates are given in tables III and IV for the left and right panels, respectively. Coordinates are given for both wing panels because some asymmetry occurred when the modifications were made. The resulting "modified" wing is referred to as the final supercritical wing.

The reference for z in defining the initial airfoils (table II) is the chord for each airfoil, and the reference for x is the airfoil leading edge. This, of course, is the customary coordinate system used when defining or generating airfoils. However, for measuring airfoil coordinates on a three-dimensional wing, this coordinate system is difficult to use since the references for x and z are not easily located. Therefore, because the fuselage was provided with conveniently located water-line and fuselage-station reference points, the final wing coordinates (tables III and IV) were determined from measurements made with the wing mounted on the fuselage as tested. Consequently, these coordinates reflect both the twist and the dihedral that were built into the wing. This coordinate system is referred to as the $x'-z'$ coordinate system. The reference for x' is fuselage station 0, and correspondingly, the reference for z' is water line 0. (See fig. 1(b).) In nondimensionalizing the coordinates, the reference for x' was shifted to the local wing leading edge. The coordinates for the final supercritical wing (tables III and IV) also reflect some minor modifications made to the outboard airfoil sections of the wing in addition to the rather extensive modifications made to the inboard section in the vicinity of the nacelles.

The leading-edge glove shown in figures 1(a) and 1(c) was not part of the initial supercritical-wing planform but was added during the investigation. The wing reference area S and mean geometric chord \bar{c} , however, were computed from

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the dimensions of the reference-wing planform, which does not include the leading-edge glove (fig. 1(c)), and were therefore constant throughout the test program. The area of the reference-wing planform is 0.312 m^2 (3.354 ft^2), the mean geometric chord is 24.585 cm (9.679 in.) long, and the wing span is 133.198 cm (52.440 in.) at the 40-percent streamwise chord. (See fig. 1(c).) The wing was mounted on the fuselage with 2.5° of dihedral and has approximately 2° of twist (washout) between semispan station $\frac{y}{b/2} = 0.115$ and the tip. The maximum thickness-chord ratios of the final supercritical wing varied from approximately 0.141 (based on total chord length) near the wing-fuselage juncture to 0.12 at the mean geometric chord and 0.10 at the tip. The maximum thickness ratios for the inboard section are approximately the same as for the initial supercritical wing, since the actual wing thickness and chords were increased in the same proportion when the glove was added.

Fuselage and Tails

The fuselage and tails (figs. 1(a) and 1(b)) are scaled versions of those on the basic aircraft except for a sting shield that was added to the aft section of the fuselage as shown in figure 1(b). Although the sting shield distorted the aft fuselage lines, it did remove the rather large cavity and associated airflow between the sting and fuselage that would have resulted if a straight sting arrangement had been used with an "upswept" aft fuselage. Since performance optimization of the cruise configuration was of primary interest, it was judged that by eliminating the flow between the sting and fuselage, the sting shield would facilitate correction of drag results for base drag. Geometric characteristics of the horizontal and vertical tails are given in table I.

1



Nacelle and Pylon


Details of the flow-through nacelle are presented in figure 1(f). A lower-surface fairing and chord extension were added to the basic pylon (NACA 66-006 airfoil) during the investigation to help reduce the adverse nacelle-pylon interference. The pylon extension and fairing are shown in figures 1(a) and 1(b), and cross sections of the nacelle with the modified pylon are presented in figure 1(g).

Model Configurations

The model configurations for which pressure data are tabulated herein are summarized in table V. The model configurations tested with the initial supercritical wing are designated numbers 1 and 2 (with and without nacelles and pylons, respectively). The final supercritical wing configuration (table V) refers to all configurations tested after the model contours (wing and pylons) were frozen at the termination of the wind-tunnel wing design and development program which was involved primarily with alleviating the adverse nacelle-pylon interference. As in reference 7, no data are presented for the intermediary configurations of the development program, however, this part of the wind-tunnel investigation is discussed in reference 7. After arriving at the final supercritical-wing configuration, tests were conducted to determine such things as horizontal-tail effectiveness, aileron control and the effects of nacelle-pylon incidence and dihedral variation, and these are the types of configurations (not model contour variations) listed under the final supercritical-wing configuration in table V.

MEASUREMENTS AND TEST CONDITIONS

Six-component force and moment data were obtained with an electrical strain-gage balance housed within the fuselage cavity, and the wing and



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fuselage were instrumented with flush surface static pressure orifices. The wing pressure orifices were distributed in streamwise rows on the upper and lower surface of the left wing panel, and a single row of orifices was located on the fuselage left side beneath the pylon at a vertical position corresponding to water line 8.89 cm (3.50 in.). (See fig. 1(i).) The surface pressures were recorded by differential-pressure scanning-valve units mounted in the nose section of the model which allowed for the balance force and moment data and the pressure data to be obtained simultaneously. In addition to the wing and fuselage orifices, three total pressure tubes and one static-pressure tube were located in the right nacelle to monitor the flow conditions at the station which would correspond to the compressor face. (See fig. 1(f).) Nacelle pressure data are presented in ref. 7. It should be noted that the pressure taps on the aileron were not connected for configurations 1 and 2, and that wing section characteristics were not computed for any configuration because of the number of orifices that were lost during the course of the investigation.

Measurements were taken over a Mach number range varying from 0.25 to 0.90 for angles of attack that generally varied from -2° to 10° . The entire investigation was conducted at a stagnation temperature of 322 K (120°F) and at a dewpoint temperature low enough to avoid significant condensation effects. The tunnel test conditions are summarized in table VI.

BOUNDARY-LAYER TRANSITION

All model transition strips were 0.127 cm (0.05 in.) wide, and the carborundum grit sizes were selected by using the techniques of reference 9.

Wing.— Boundary-layer transition was fixed on the model for the entire investigation. The initial configuration with the nacelles (configuration 1) was tested with the wing boundary-layer trips at each of two locations,

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29 percent and 5 percent of the local streamwise chords. The initial configuration without the nacelles (configuration 2) was tested with the wing boundary-layer trips located at only the 29-percent position. (See oil-flow photographs in figs. 3 and 4.) The 29-percent location was selected by using the techniques described in references 10 and 11 in an effort to simulate the full-scale Reynolds number boundary-layer characteristic at the wing trailing edge and, therefore, the full-scale wing shock location for the design cruise conditions ($M = 0.80$ at an altitude of 12 192 m (40 000 ft)). When the wing shock moves forward of the aft-located trips and interacts with the laminar boundary layer, however, an unnatural situation is produced in that this interaction would not be expected to occur at full-scale Reynolds numbers. (Note the lambda-type shock system ahead of the trips in the oil-flow photographs for configuration 1 in fig. 3(a).) Since the laminar flow is probably tripped at the shock wave anyway, the boundary-layer trips should be moved to a position near the leading edge. In some past investigations the trips were located rearward for Mach numbers near the design point and then moved forward for lower Mach numbers to keep the trips ahead of the shock wave. The nacelles on the present configuration, however, push the shock wave forward; and even at the higher Mach numbers of the investigation, the shock wave is ahead of the aft-located trips on the inboard section of the wing. (Compare configuration 1 (with nacelles) and configuration 2 (without nacelles) in fig. 3.) For this reason, it was judged that the 5-percent trip location would be more appropriate for this particular type of configuration, and therefore, the 5-percent trip position was used on the wing upper and lower surfaces for all configurations tested after number 2. A comparison of the longitudinal aerodynamic characteristics for configuration 1 with 5- and 29-percent wing boundary-layer

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trip locations is presented in reference 7. No. 100 carborundum grit was used as the trip at the 29-percent location and No. 120 grit was used at the 5-percent location.

Horizontal and vertical tails, fuselage, nacelles, and pylons.- No. 120 carborundum grit was located at 5 percent of the local streamwise chord on the horizontal and vertical tails and on the fuselage 2.54 cm (1.0 in.) from the nose. No. 120 grit was also located on the nacelles on both the inner and the outer surfaces 1.27 cm (0.5 in.) from the inlet lip and on the upper and lower surface of the pylons 1.27 cm (0.5 in.) from the leading edge.

SUMMARY OF DATA PRESENTED

An index to all the tables in the present report is listed below. Pressure data are presented for the configurations listed in table V, and these data are contained in tables VII through XIII. The pressure data presented for configuration 623 ($\delta'_{a,R} = -5^\circ$, $\delta'_{a,L} = 5^\circ$) are for the left wing panel with the aileron deflected trailing-edge down 5° .

INDEX TO TABLES

Table I.- Geometric Characteristics for the Wing and the Horizontal and Vertical Tails.

Table II.- Initial Supercritical Wing Coordinates (Model Configurations 1 and 2).

Table III.- Final Supercritical Wing Coordinates, Left Panel.

Table IV.- Final Supercritical Wing Coordinates, Right Panel.

Table V.- Configuration Schedule.

Table VI.- Tunnel-Test Conditions.

PRESSURE DATA

Table VII.- Wing and Fuselage Pressure Coefficients for Configuration 1.

$$\frac{x_T}{c} = 0.29.$$

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Table VIII.- Wing and Fuselage Pressure Coefficients for Configuration 1.

$$\frac{x_{\eta}}{c} = 0.05.$$

Table IX.- Wing and Fuselage Pressure Coefficients for Configuration 2.

Table X.- Wing and Fuselage Pressure Coefficients for Configuration 123.

Table XI.- Wing and Fuselage Pressure Coefficient for Configuration 623.

Table XII.- Wing and Fuselage Pressure Coefficients for Configuration 125.

Table XIII.- Wing and Fuselage Pressure Coefficients for Configuration 126.

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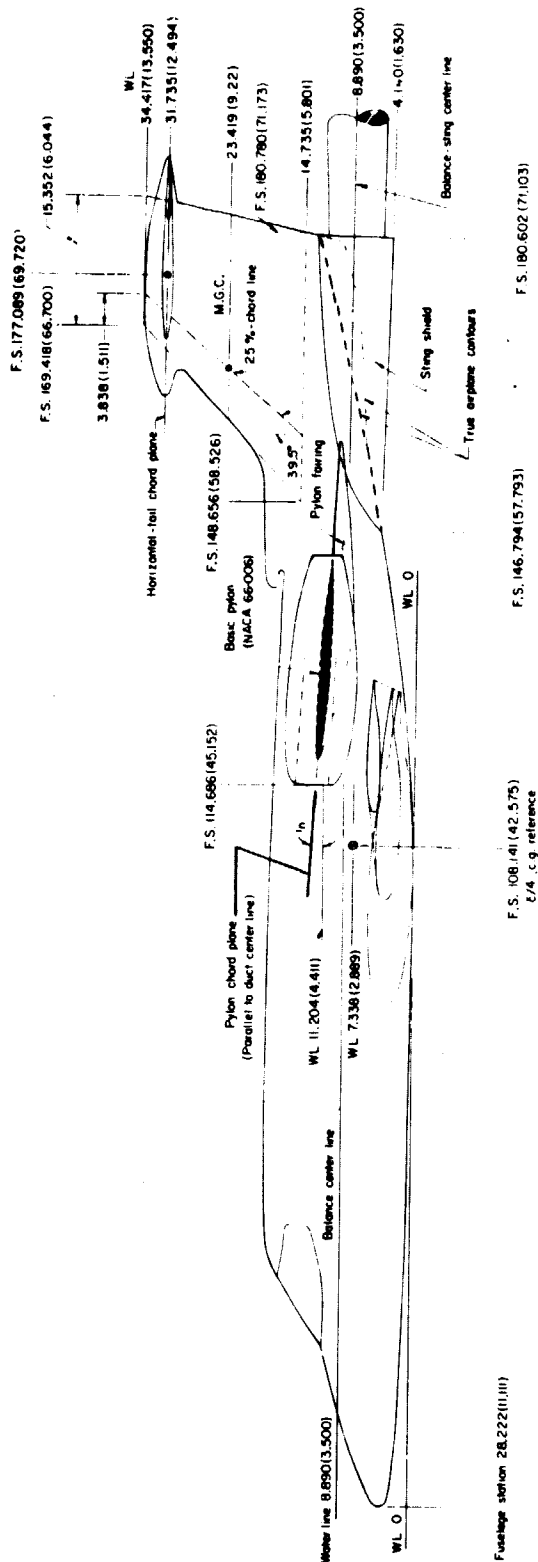
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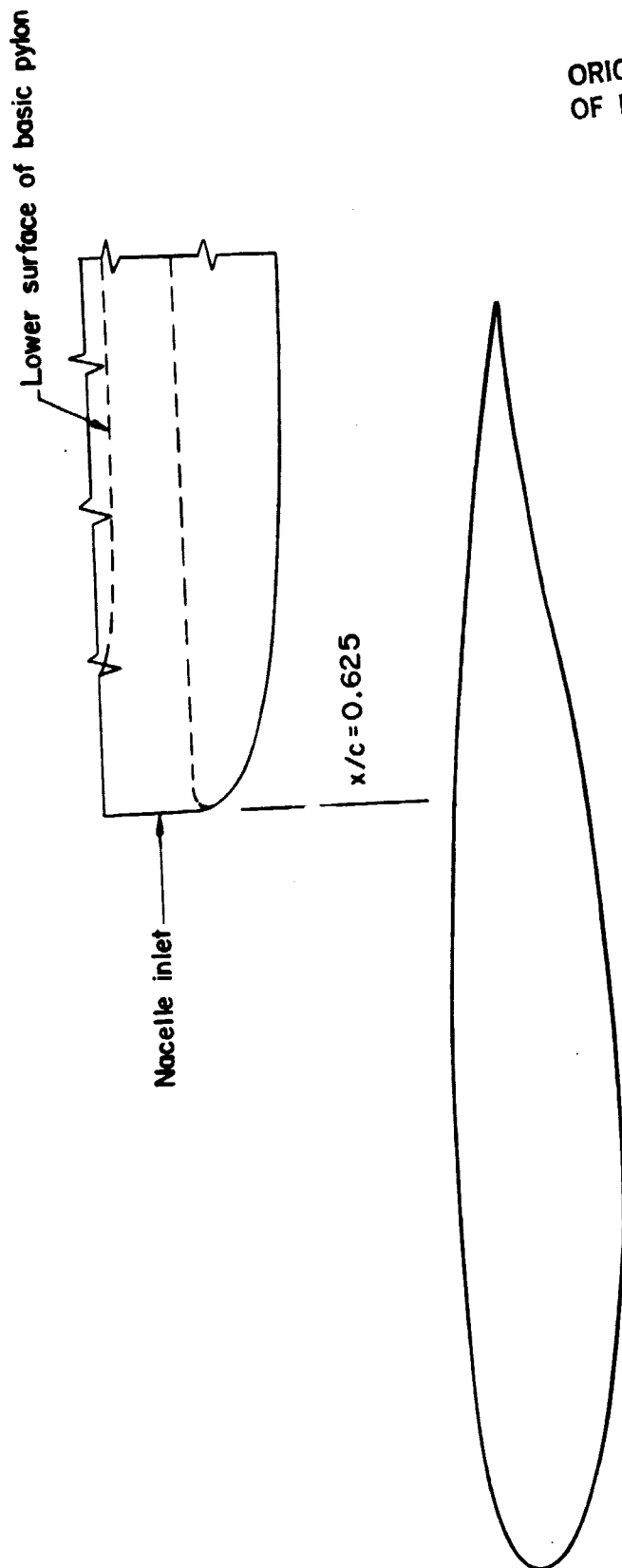


Figure 1.- Model details. Linear dimensions are in centimeters (inches).



(b) Side view of 1/9-scale model.

Figure 1.- Continued.

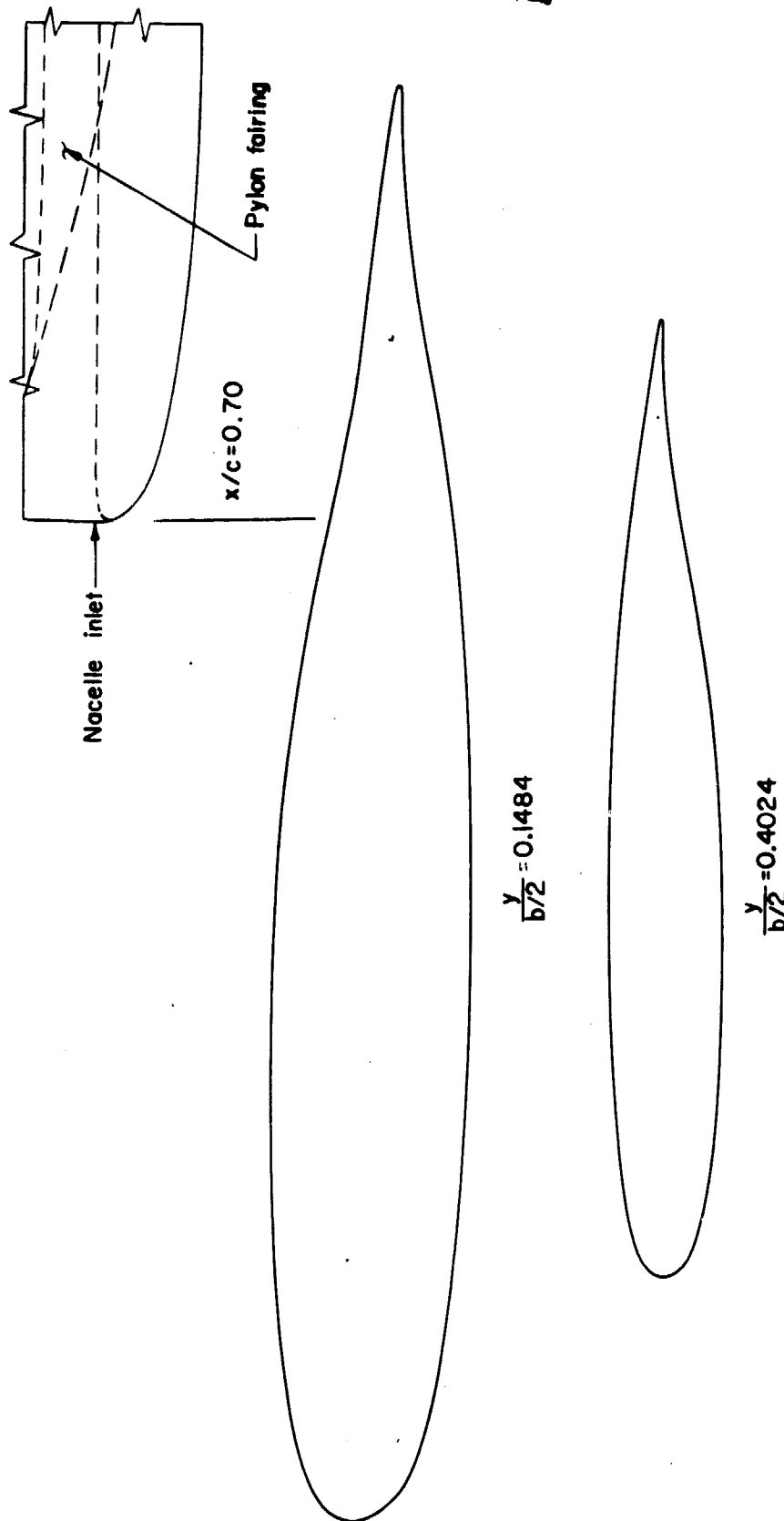


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$$\frac{y}{b/2} = 0.1484$$

(d) Initial inboard supercritical-wing section.

Figure 1.- Continued.



(e) Wing sections from final supercritical wing (coordinates in tables III and IV).

Figure 1.- Continued.

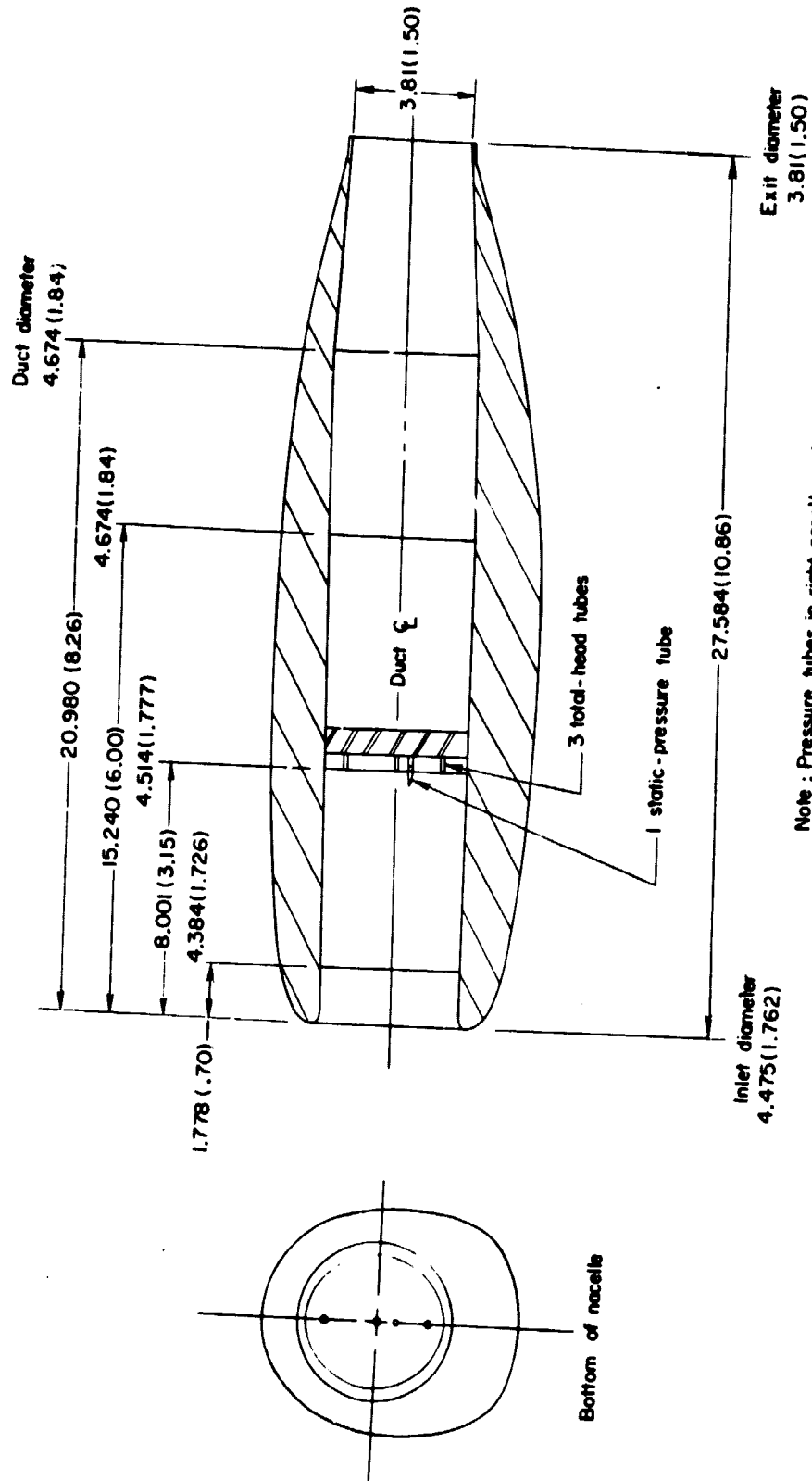
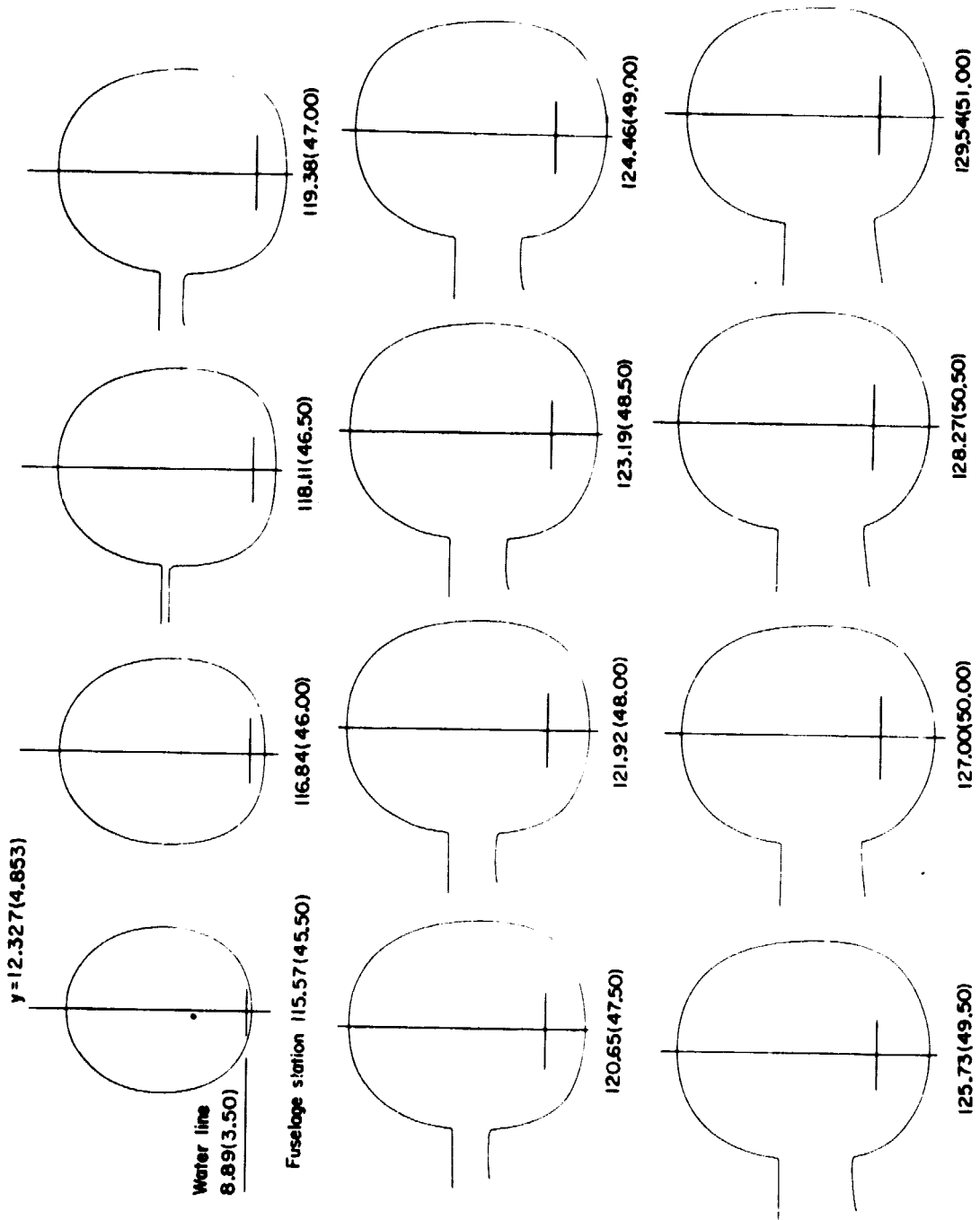
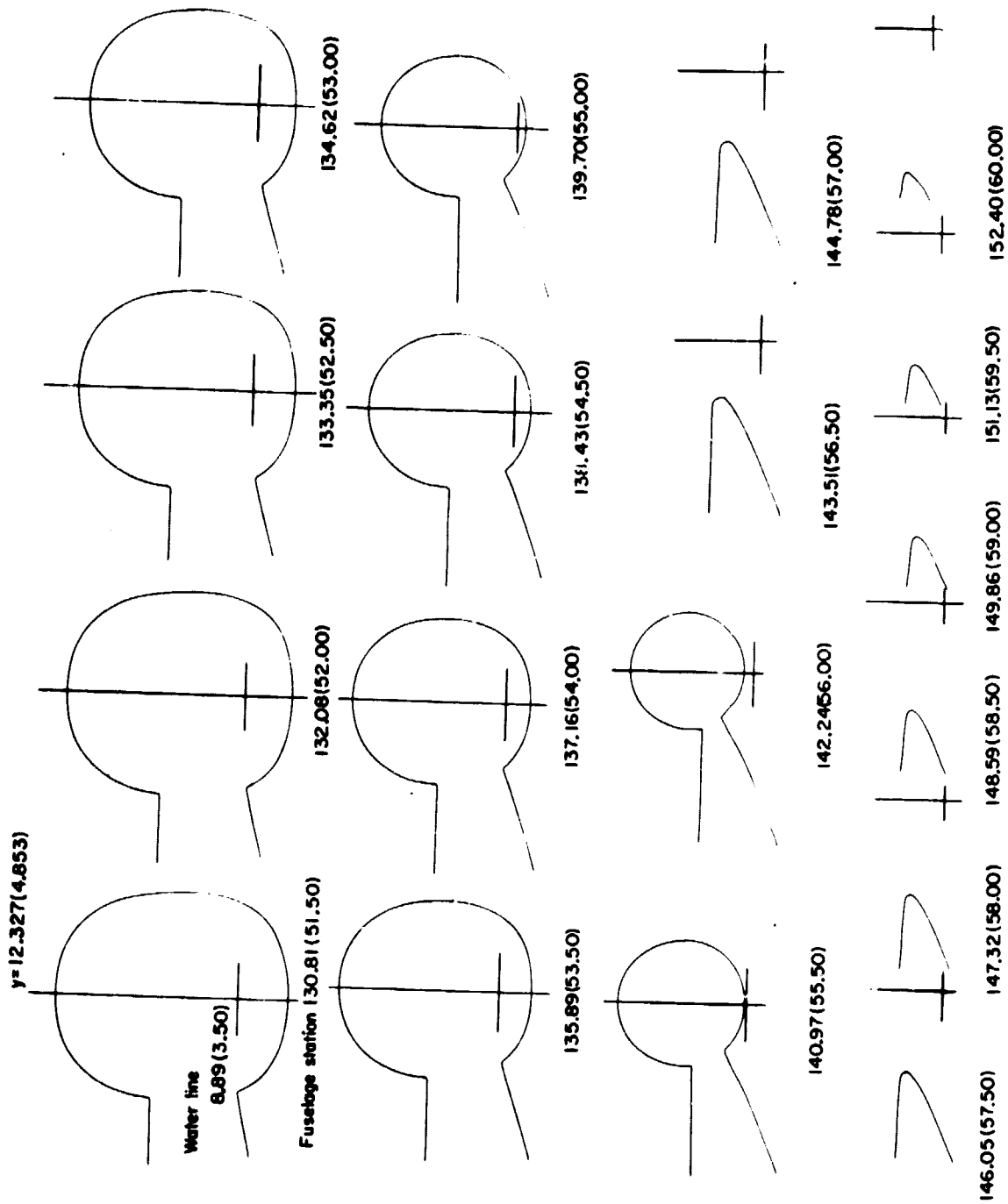


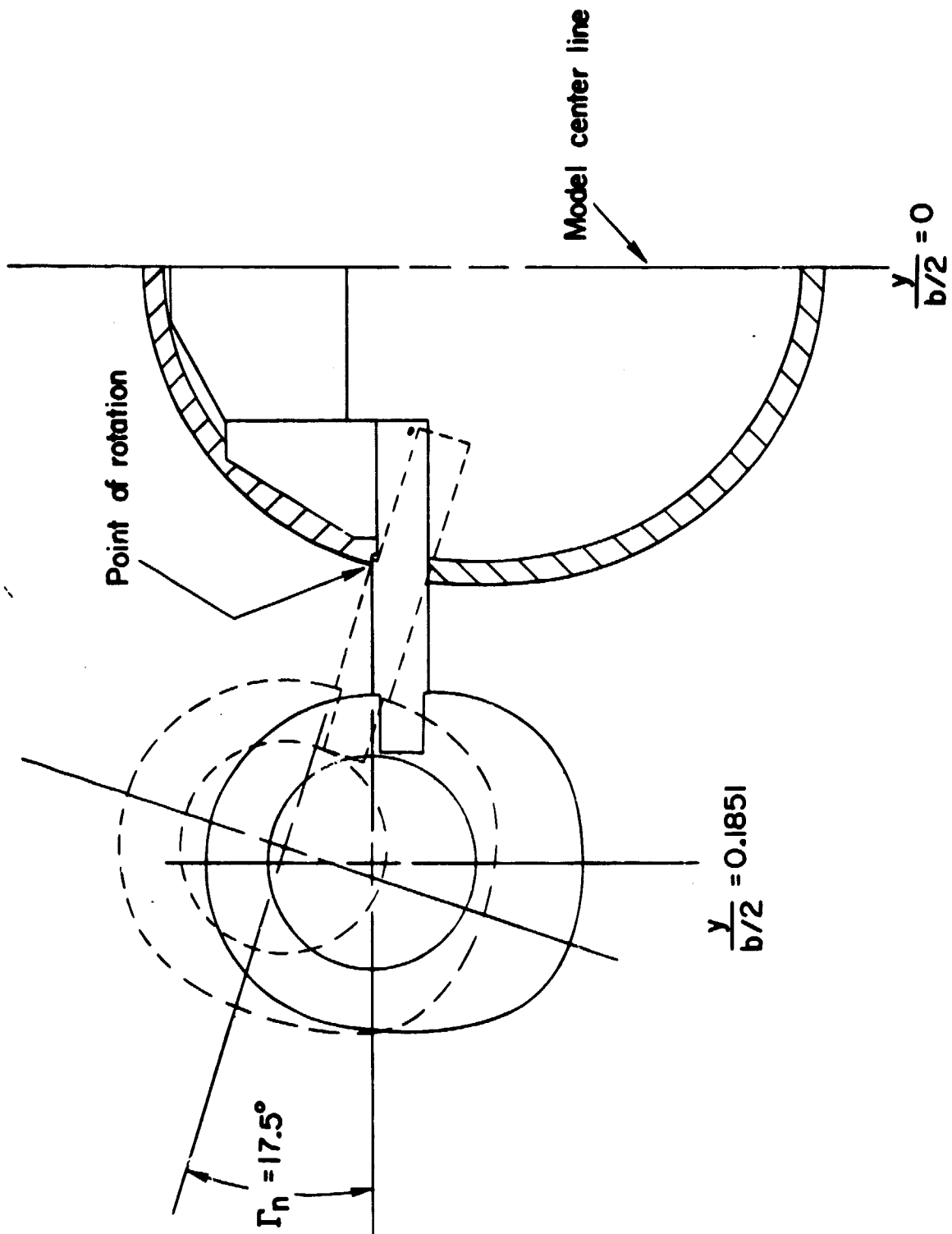
Figure 1.- Continued.



(g) Nacelle and pylon cross sections from final supercritical-wing configuration.

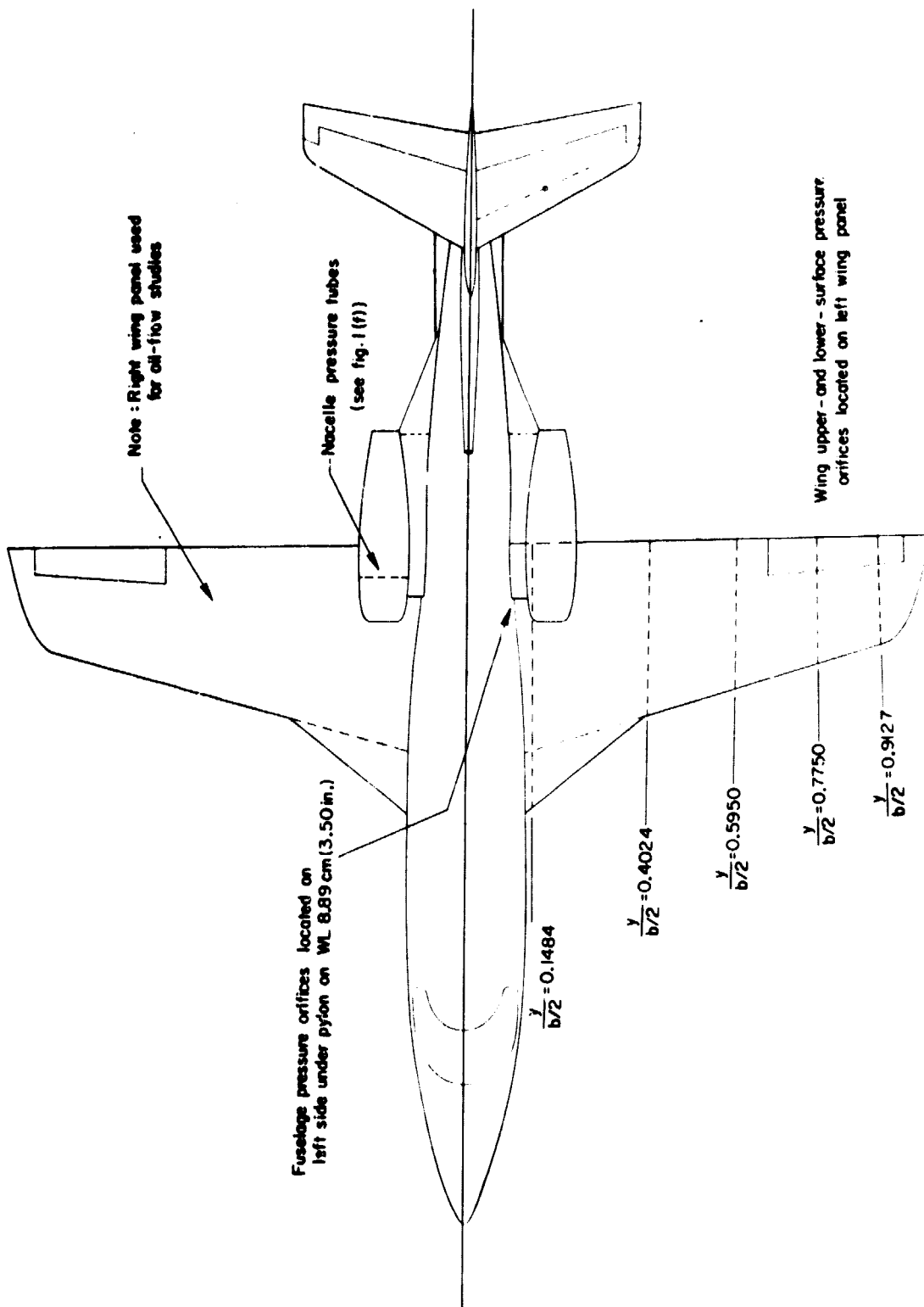
Figure 1.- Continued.





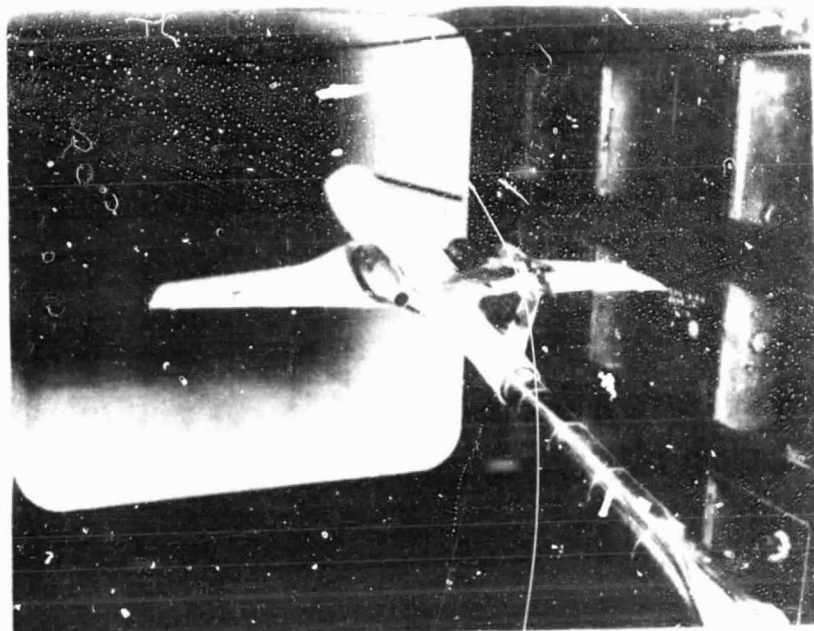
(h) Schematic showing nacelle dihedral angle, Γ_n .

Figure 1.- Continued.

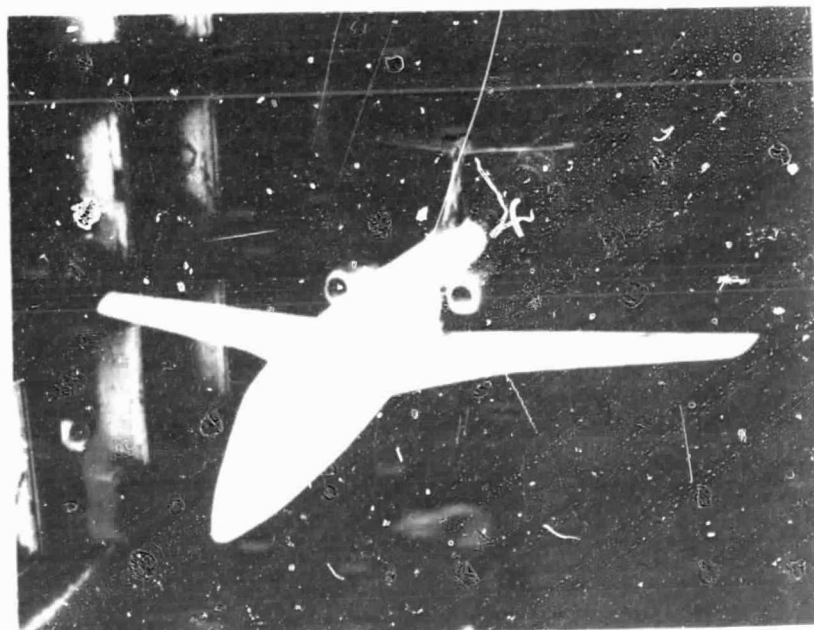


(i) Location of pressure orifices.

Figure 1.- Concluded.



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Figure 2. - Photographs of the $1/9$ - scale model in the Eight-foot transonic pressure tunnel.

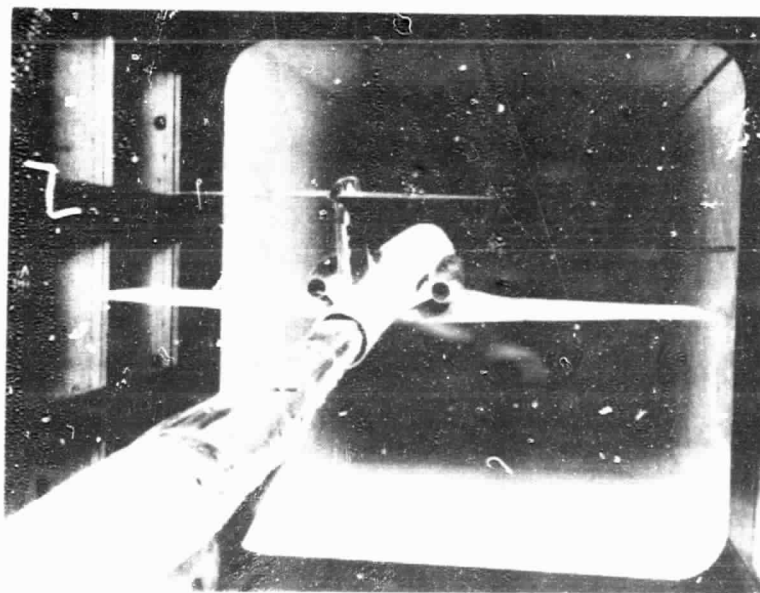
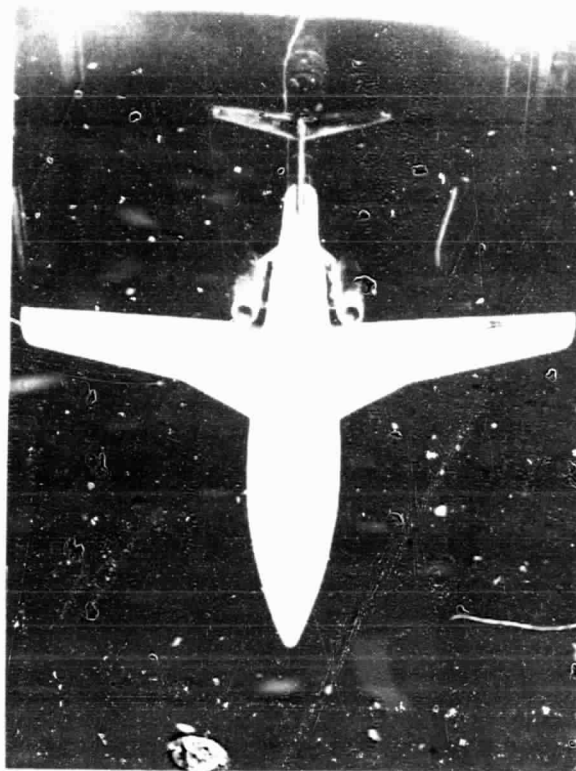
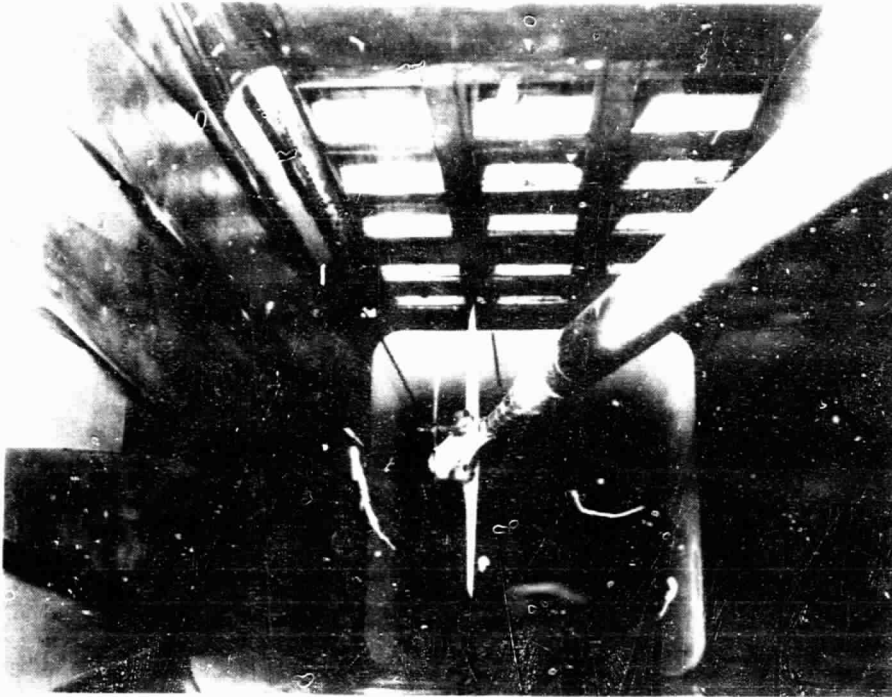
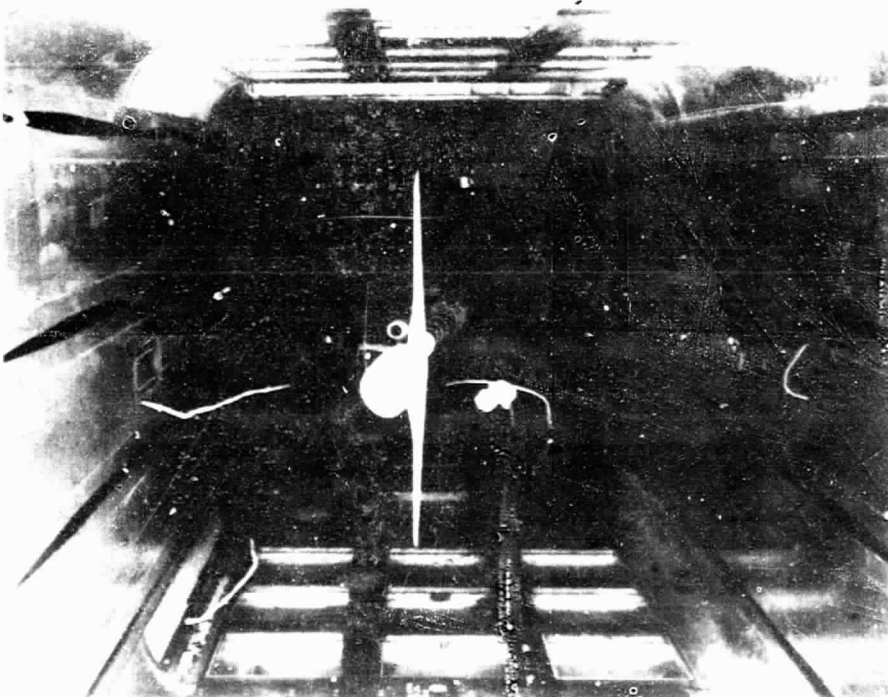


Figure 2. - Continued.

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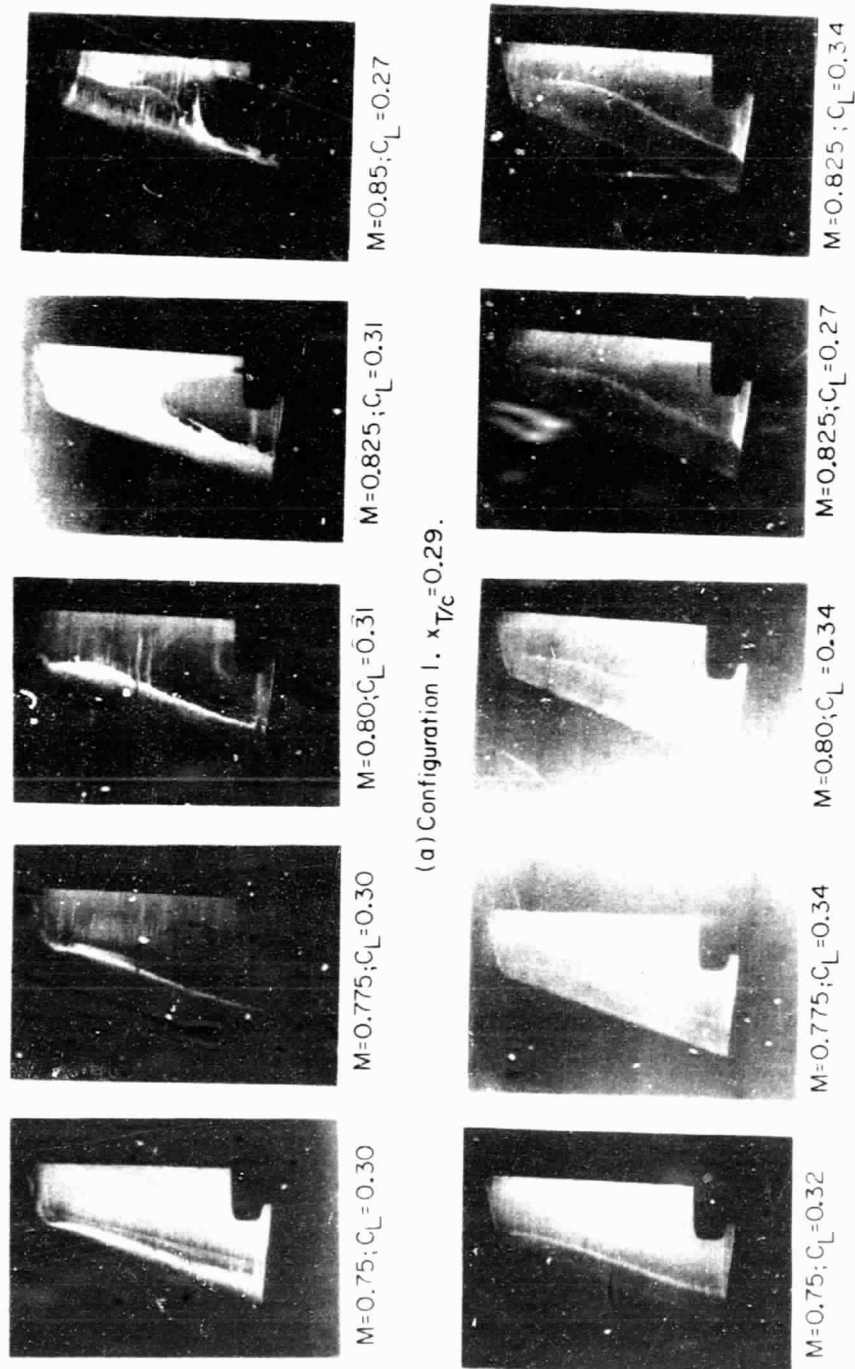
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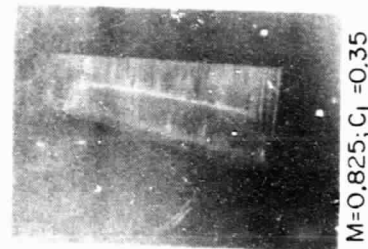
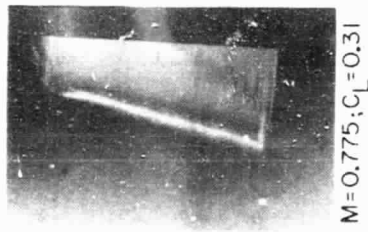


(a) Configuration I, $x_{T/c} = 0.29$.
(b) Configuration I, $x_{T/c} = 0.05$.

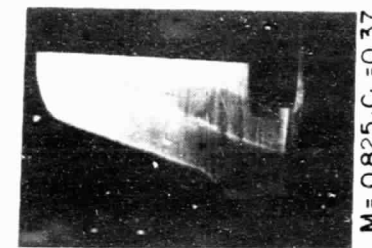
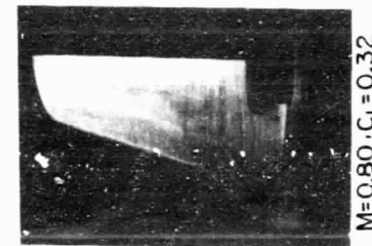
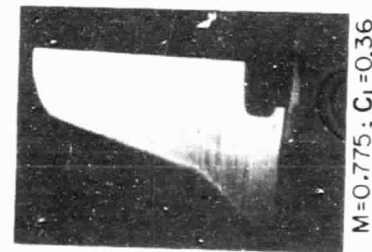
Figure 3. - Wing upper surface oil flow photographs.

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(c) Configuration 2.



(d) Configuration 23.

Figure 3.- Concluded.

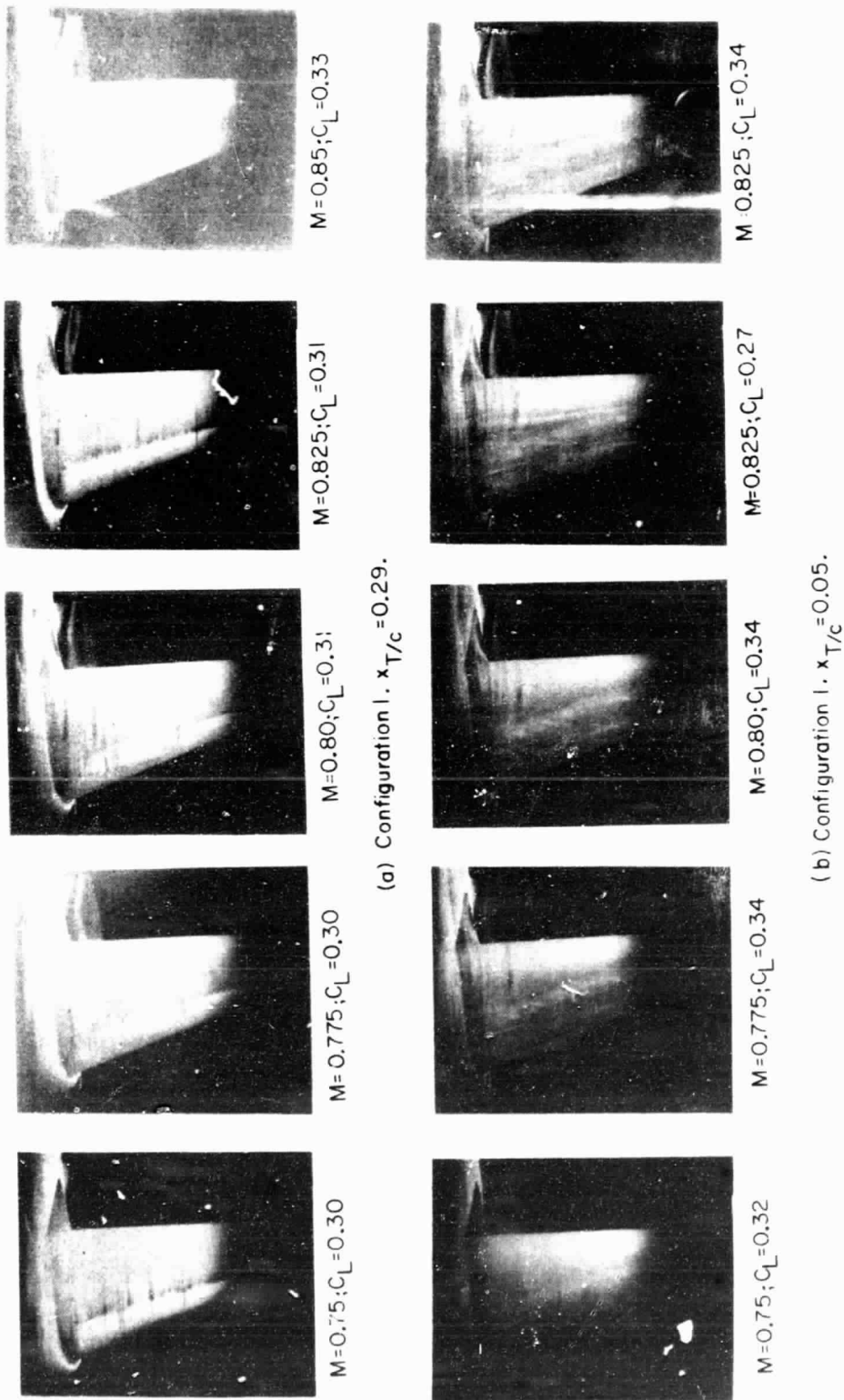
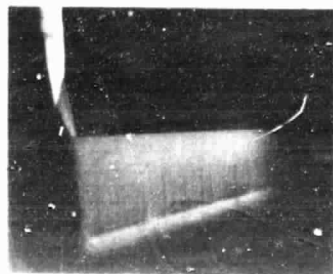


Figure 4. - Wing lower surface oil flow photographs.

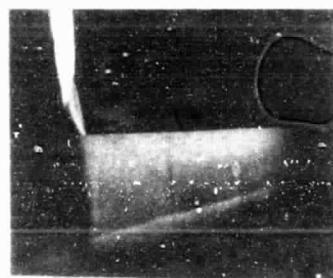
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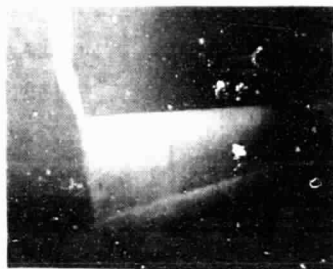
$M=0.75; C_L=0.29$



$M=0.775; C_L=0.31$



$M=0.80; C_L=0.33$

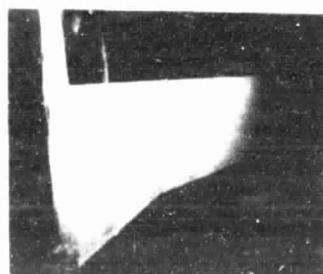


$M=0.825; C_L=0.35$

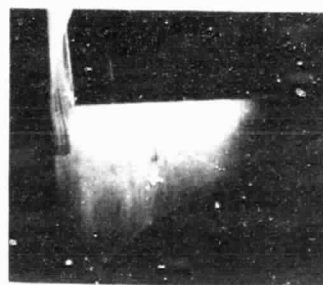


$M=0.85; C_L=0.29$

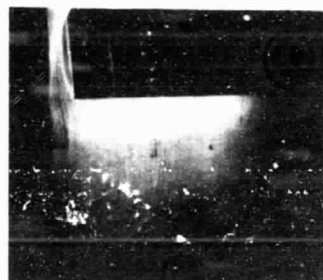
(c) Configuration 2.



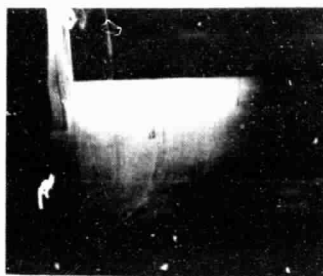
$M=0.75; C_L=0.30$



$M=0.775; C_L=0.36$



$M=0.80; C_L=0.32$



$M=0.825; C_L=0.37$

(d) Configuration 23.

Figure 4. - Concluded.

TABLE I. - MODEL GEOMETRIC CHARACTERISTICS

Wing (reference-wing planform):

Sweep (25-percent chord), deg	13
Area, m ² (ft ²)	0.312 (3.354)
Mean geometric chord, cm (in.)	24.585 (9.679)
Span, cm (in.)	133.198 (52.440)
Aspect ratio	5.694
Taper ratio	0.439
Dihedral, deg	2.50
Incidence at root $\left(\frac{y}{b/2} = 0\right)$, deg	2.00
Incidence at tip $\left(\frac{y}{b/2} = 1\right)$, deg	-0.43
Airfoils (total wing planform)	See tables III and IV

Horizontal tail:

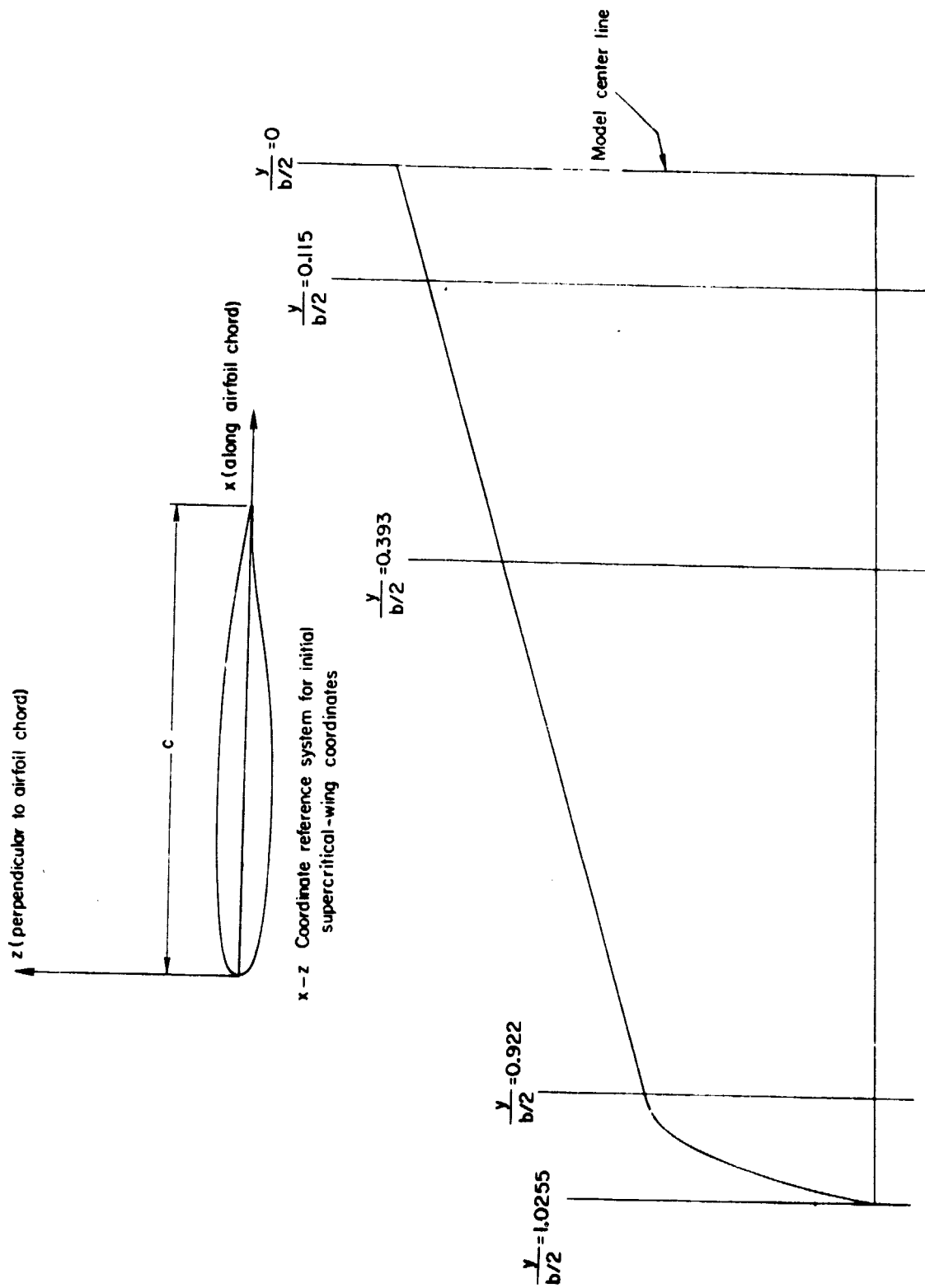
Sweep (25-percent chord), deg	25
Area, m ² (ft ²)	0.062 (0.666)
Mean geometric chord, cm (in.)	12.982 (5.111)
Span, cm (in.)	49.784 (19.6)
Aspect ratio	4.00
Taper ratio	0.469
Airfoil	NACA 64A008

Vertical tail (based on root chord at WL, 14.735 cm (5.801 in.)):

Sweep (25-percent chord), deg	39.5
Area, m ² (ft ²)	0.047 (0.503)
Mean geometric chord, cm (in.)	24.724 (9.734)
Taper ratio	0.478
Airfoil	NACA 64A010

TABLE II. - INITIAL SUPERCRITICAL-WING COORDINATES

(a) Planform coordinate layout



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$$(c) \frac{y}{b/2} = 0.393$$

x/c	z/c	
	Upper surface	Lower surface
0	0	0
.0025	.011	-.011
.0050	.015	-.015
.0075	.017	-.018
.0100	.019	-.020
.0250	.028	-.030
.0500	.036	-.041
.0750	.042	-.049
.1000	.046	-.056
.1500	.051	-.066
.2000	.055	-.072
.2500	.057	-.075
.3000	.058	-.077
.3500	.058	-.077
.4000	.057	-.075
.4500	.056	-.073
.5000	.055	-.070
.5500	.053	-.065
.6000	.050	-.059
.6500	.046	-.052
.7000	.042	-.043
.7500	.037	-.034
.8000	.031	-.023
.8500	.025	-.015
.9000	.018	-.009
.9500	.010	-.004
.9700	.007	-.003
1.0000	.002	-.002

$c = 30.429 \text{ cm (11.980 in.)}$
 $\frac{\text{Leading-edge radius}}{c} = 0.029$
 $i_w = 1.577^\circ$

x/c	z/c	
	Upper surface	Lower surface
0	0	0
.0025	.012	-.012
.0050	.015	-.015
.0075	.018	-.018
.0100	.020	-.021
.0250	.029	-.030
.0500	.037	-.039
.0750	.042	-.044
.1000	.045	-.048
.1500	.050	-.054
.2000	.054	-.058
.2500	.056	-.060
.3000	.057	-.061
.3500	.058	-.062
.4000	.058	-.062
.4500	.058	-.061
.5000	.057	-.059
.5500	.055	-.055
.6000	.052	-.050
.6500	.049	-.043
.7000	.045	-.035
.7500	.039	-.026
.8000	.033	-.017
.8500	.026	-.010
.9000	.018	-.005
.9500	.010	-.001
.9700	.007	-.001
1.0000	.002	-.002

$c = 25.352 \text{ cm (9.981 in.)}$
Leading-edge radius
 $\frac{\quad}{c} = 0.026$
 $i_w = 0.55^\circ$

TABLE II.- INITIAL SUPERCRITICAL-WING COORDINATES - Concluded

(d) $\frac{y}{b/2} = 0.922$

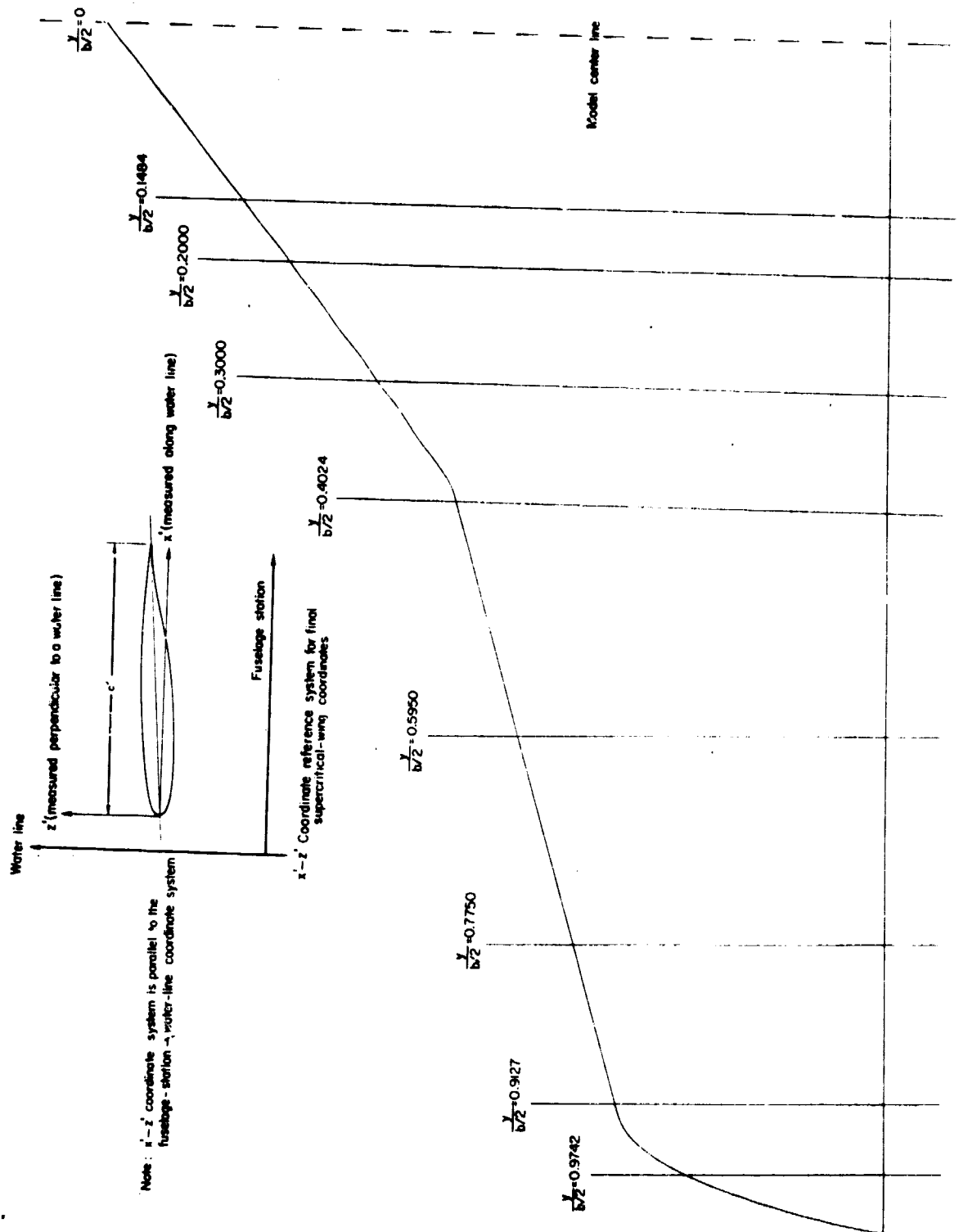
x/c	z/c	
	Upper surface	Lower surface
0	0	0
.0025	.010	-.010
.0050	.013	-.013
.0075	.016	-.016
.0100	.018	-.018
.0250	.025	-.025
.0500	.032	-.032
.0750	.036	-.037
.1000	.040	-.040
.1500	.044	-.045
.2000	.047	-.048
.2500	.049	-.050
.3000	.051	-.051
.3500	.052	-.051
.4000	.052	-.051
.4500	.052	-.050
.5000	.051	-.047
.5500	.050	-.044
.6000	.048	-.040
.6500	.045	-.034
.7000	.042	-.027
.7500	.038	-.018
.8000	.032	-.005
.8500	.026	-.004
.9000	.019	0
.9500	.011	.001
.9700	.007	0
1.0000	.002	-.002
c = 15.692 cm (6.178 in.)		
<u>Leading-edge radius</u> c = 0.021		
$i_w = -0.47^\circ$		

(e) $\frac{y}{b/2} = 1.0255$

x/c	z/c	
	Upper surface	Lower surface
0	0	0
.0025	.009	-.009
.0050	.013	-.013
.0075	.015	-.015
.0100	.017	-.017
.0250	.023	-.023
.0500	.030	-.030
.0750	.034	-.034
.1000	.038	-.037
.1500	.042	-.042
.2000	.045	-.045
.2500	.047	-.046
.3000	.049	-.047
.3500	.049	-.047
.4000	.050	-.047
.4500	.050	-.045
.5000	.049	-.043
.5500	.048	-.040
.6000	.047	-.036
.6500	.044	-.030
.7000	.041	-.023
.7500	.037	-.016
.8000	.032	-.008
.8500	.026	-.002
.9000	.026	.002
.9500	.011	.002
.9700	.008	.001
1.0000	.002	-.002
c = 13.802 cm (5.434 in.)		
<u>Leading-edge radius</u> c = 0.019		
$i_w = -0.47^\circ$		

TABLE III. - FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL

(a) Planform coordinate layout



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TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

(b) $\frac{y}{b/2} = 0.1484$

Upper surface					
x'/c'	z'/c'	x'/c'	z'/c'	x'/c'	z'/c'
0.0003	0.0957	0.2123	0.1516	0.6491	0.1223
.0019	.1030	.2190	.1519	.6652	.1188
.0036	.1064	.2271	.1522	.6824	.1153
.0070	.1110	.2372	.1525	.6946	.1127
.0096	.1137	.2466	.1526	.7078	.1098
.0151	.1179	.2563	.1529	.7217	.1067
.0177	.1197	.2663	.1531	.7333	.1041
.0185	.1203	.2776	.1532	.7437	.1017
.0240	.1230	.2889	.1533	.7561	.0989
.0300	.1254	.3007	.1533	.7660	.0969
.0354	.1275	.3114	.1532	.7771	.0947
.0416	.1299	.3246	.1532	.7861	.0929
.0487	.1321	.3371	.1530	.7946	.0914
.0551	.1339	.3509	.1528	.8068	.0897
.0600	.1351	.3619	.1526	.8193	.0880
.0663	.1365	.3747	.1523	.8303	.0866
.0706	.1375	.3870	.1521	.8396	.0854
.0742	.1382	.4005	.1517	.8517	.0837
.0807	.1394	.4144	.1511	.8653	.0819
.0865	.1404	.4289	.1503	.8765	.0804
.0918	.1413	.4432	.1496	.8868	.0790
.0987	.1424	.4596	.1486	.8979	.0774
.1065	.1433	.4711	.1479	.9096	.0758
.1166	.1447	.4824	.1471	.9166	.0748
.1259	.1457	.4956	.1464	.9222	.0740
.1327	.1465	.5035	.1450	.9314	.0727
.1394	.1471	.5180	.1438	.9421	.0711
.1478	.1478	.5338	.1419	.9510	.0698
.1542	.1483	.5480	.1400	.9645	.0681
.1618	.1489	.5617	.1379	.9720	.0662
.1671	.1493	.5696	.1368	.9820	.0644
.1746	.1498	.5817	.1347	.9893	.0632
.1832	.1503	.5948	.1324	.9966	.0618
.1906	.1507	.6098	.1298	.9999	.0605
.1964	.1511	.6235	.1272	1.0000	.0595
.2035	.1512	.6363	.1247		

$c' = 37.8463$ cm (14.9001 in.)

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

(b) $\frac{y}{b/2} = 0.1484$ - Concluded

Lower surface					
x'/c'	z'/c'	x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.0948	0.3213	0.0145	0.6850	0.0215
.0002	.0917	.3317	.0141	.6983	.0231
.0013	.0857	.3379	.0137	.7114	.0248
.0038	.0799	.3469	.0134	.7252	.0265
.0056	.0770	.3548	.0128	.7402	.0287
.0096	.0720	.3634	.0125	.7539	.0307
.0140	.0677	.3724	.0122	.7624	.0320
.0188	.0637	.3791	.0120	.7720	.0336
.0247	.0599	.3861	.0118	.7846	.0357
.0300	.0572	.3946	.0115	.7951	.0375
.0421	.0526	.4043	.0113	.8015	.0386
.0507	.0500	.4139	.0111	.8119	.0405
.0592	.0479	.4232	.0110	.8210	.0421
.0628	.0470	.4314	.0108	.8303	.0438
.0779	.0437	.4377	.0108	.8385	.0452
.0852	.0422	.4469	.0106	.8508	.0472
.1023	.0390	.4562	.0106	.8599	.0486
.1113	.0373	.4659	.0105	.8670	.0496
.1195	.0359	.4752	.0107	.8756	.0508
.1319	.0341	.4844	.0108	.8822	.0517
.1421	.0325	.4941	.0108	.8905	.0526
.1532	.0309	.5022	.0109	.8999	.0536
.1639	.0293	.5142	.0112	.9077	.0543
.1750	.0279	.5245	.0114	.9133	.0550
.1847	.0267	.5334	.0117	.9215	.0556
.1890	.0261	.5462	.0122	.9318	.0564
.1966	.0252	.5575	.0127	.9412	.0570
.2121	.0235	.5700	.0132	.9509	.0576
.2248	.0226	.5858	.0142	.9614	.0580
.2391	.0208	.5968	.0147	.9683	.0582
.2519	.0197	.6097	.0154	.9766	.0582
.2631	.0187	.6248	.0163	.9825	.0581
.2782	.0174	.6410	.0175	.9877	.0579
.2864	.0168	.6546	.0186	.9958	.0583
.3026	.0157	.6658	.0196	1.0000	.0603
.3144	.0150	.6761	.0206	1.0000	

$c' = 37.8463$ cm (14.9001 in.)

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL -- Continued

(c) $\frac{y}{b/2} = 0.2000$

Upper surface					
x'/c'	z'/c'	x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.1021	0.2499	0.1565	0.6628	0.1256
.0008	.1061	.2617	.1568	.6734	.1235
.0024	.1103	.2742	.1570	.6845	.1214
.0054	.1149	.2845	.1571	.6956	.1192
.0083	.1181	.2936	.1571	.7069	.1169
.0114	.1207	.3041	.1572	.7187	.1146
.0132	.1222	.3161	.1572	.7301	.1124
.0186	.1255	.3257	.1571	.7424	.1100
.0216	.1273	.3369	.1571	.7532	.1082
.0232	.1279	.3481	.1568	.7668	.1060
.0284	.1302	.3623	.1566	.7720	.1052
.0308	.1309	.3735	.1563	.7824	.1034
.0348	.1323	.3864	.1560	.7891	.1023
.0429	.1348	.3979	.1556	.7978	.1012
.0477	.1363	.4088	.1554	.8095	.0997
.0535	.1378	.4192	.1549	.8209	.0982
.0586	.1389	.4294	.1546	.8323	.0967
.0667	.1407	.4459	.1537	.8446	.0952
.0759	.1422	.4594	.1530	.8571	.0935
.0834	.1436	.4726	.1520	.8713	.0916
.0905	.1447	.4855	.1511	.8781	.0907
.0987	.1457	.4982	.1500	.8870	.0895
.1054	.1468	.5093	.1490	.8957	.0883
.1138	.1477	.5175	.1482	.9042	.0872
.1221	.1485	.5297	.1467	.9138	.0858
.1329	.1495	.5417	.1452	.9223	.0846
.1431	.1503	.5525	.1439	.9311	.0833
.1559	.1515	.5617	.1427	.9435	.0815
.1698	.1526	.5730	.1411	.9535	.0800
.1795	.1533	.5840	.1395	.9616	.0787
.1872	.1537	.5952	.1378	.9753	.0763
.1985	.1544	.6058	.1360	.9853	.0746
.2069	.1549	.6162	.1341	.9972	.0723
.2191	.1555	.6270	.1322	1.0000	.0718
.2315	.1559	.6376	.1304	1.0000	.0694
.2410	.1563	.6493	.1282		

$c' = 35.0528 \text{ cm (13.8003 in.)}$

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

(c) $\frac{y}{b/2} = 0.2000$ - Concluded

Lower surface					
x'/c'	z'/c'	x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.0989	0.2998	0.0246	0.6873	0.0331
.0010	.0943	.3072	.0243	.6971	.0343
.0022	.0910	.3188	.0234	.7026	.0350
.0044	.0868	.3297	.0229	.7127	.0364
.0087	.0810	.3404	.0224	.7255	.0381
.0138	.0763	.3520	.0220	.7377	.0400
.0187	.0725	.3654	.0215	.7481	.0416
.0282	.0670	.3806	.0211	.7591	.0434
.0396	.0627	.3909	.0205	.7664	.0446
.0457	.0608	.4033	.0203	.7775	.0465
.0568	.0576	.4138	.0201	.7890	.0486
.0672	.0553	.4277	.0199	.7997	.0504
.0804	.0522	.4403	.0198	.8086	.0520
.0919	.0499	.4519	.0196	.8176	.0535
.1037	.0479	.4622	.0196	.8280	.0553
.1133	.0460	.4775	.0198	.8386	.0571
.1258	.0441	.4890	.0201	.8505	.0589
.1354	.0425	.5043	.0205	.8608	.0604
.1483	.0405	.5171	.0209	.8721	.0619
.1555	.0395	.5309	.0215	.8843	.0633
.1640	.0382	.5447	.0223	.8937	.0643
.1710	.0372	.5560	.0228	.9027	.0652
.1808	.0359	.5657	.0232	.9127	.0662
.1904	.0347	.5771	.0238	.9233	.0671
.1984	.0337	.5878	.0243	.9364	.0681
.2098	.0323	.5980	.0249	.9490	.0688
.2214	.0311	.6112	.0258	.9574	.0690
.2340	.0298	.6248	.0269	.9682	.0693
.2447	.0287	.6344	.0277	.9758	.0693
.2601	.0275	.6458	.0286	.9845	.0691
.2651	.0270	.6550	.0295	.9911	.0690
.2800	.0259	.6682	.0308	1.0000	.0694
.2894	.0252	.6785	.0320	1.0000	.0717

$c' = 35.0528$ cm (13.8003 in.)

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

(d) $\frac{y}{b/2} = 0.3000$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.1147	0.4631	0.1664
.0001	.1176	.4807	.1654
.0006	.1208	.4954	.1646
.0025	.1256	.5107	.1634
.0085	.1323	.5252	.1622
.0186	.1384	.5386	.1611
.0261	.1418	.5487	.1603
.0319	.1439	.5641	.1588
.0407	.1466	.5794	.1572
.0493	.1487	.5991	.1551
.0570	.1503	.6156	.1534
.0609	.1509	.6384	.1505
.0668	.1521	.6602	.1477
.0774	.1537	.6824	.1447
.0885	.1552	.6964	.1427
.0985	.1567	.7119	.1406
.1103	.1580	.7256	.1386
.1217	.1591	.7447	.1362
.1360	.1605	.7596	.1345
.1466	.1613	.7747	.1326
.1594	.1625	.7900	.1306
.1754	.1636	.8069	.1283
.1854	.1643	.8250	.1258
.1966	.1652	.8381	.1240
.2115	.1660	.8487	.1225
.2258	.1665	.8592	.1210
.2367	.1671	.8660	.1201
.2529	.1678	.8761	.1186
.2668	.1681	.8863	.1172
.2826	.1684	.8966	.1155
.3013	.1688	.9089	.1136
.3171	.1690	.9234	.1115
.3320	.1690	.9370	.1092
.3468	.1689	.9477	.1075
.3641	.1689	.9581	.1056
.3818	.1688	.9704	.1034
.3964	.1686	.9801	.1019
.4115	.1682	.9933	.0994
.4294	.1678	1.0000	.0979
.4459	.1671		

$c' = 29.9088 \text{ cm (11.7751 in.)}$

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

(d) $\frac{y}{b/2} = 0.3000$ - Concluded

Lower surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0002	0.1139	0.4859	0.0447
.0016	.1093	.5027	.0452
.0046	.1035	.5223	.0458
.0078	.0996	.5400	.0466
.0106	.0970	.5601	.0477
.0158	.0931	.5746	.0485
.0208	.0903	.5881	.0496
.0282	.0867	.6029	.0507
.0407	.0823	.6201	.0522
.0505	.0794	.6357	.0538
.0569	.0777	.6532	.0559
.0682	.0748	.6670	.0577
.0800	.0722	.6813	.0597
.0897	.0702	.6939	.0615
.0954	.0692	.7067	.0634
.1076	.0668	.7205	.0655
.1173	.0651	.7332	.0676
.1298	.0630	.7489	.0703
.1424	.0611	.7614	.0724
.1576	.0590	.7742	.0747
.1692	.0575	.7911	.0775
.1824	.0560	.8044	.0798
.2099	.0529	.8150	.0815
.2211	.0519	.8268	.0834
.2319	.0510	.8416	.0855
.2488	.0496	.8548	.0873
.2678	.0484	.8668	.0888
.2788	.0478	.8804	.0903
.2950	.0467	.8950	.0919
.3117	.0460	.9083	.0933
.3279	.0453	.9202	.0942
.3444	.0447	.9366	.0954
.3589	.0443	.9515	.0962
.3721	.0440	.9584	.0963
.3781	.0440	.9680	.0963
.3986	.0438	.9781	.0963
.4161	.0438	.9840	.0962
.4334	.0440	.9918	.0960
.4518	.0442	1.0000	.0960
.4681	.0444		
$c' = 29.9088 \text{ cm (11.7751 in.)}$			

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

(e) $\frac{y}{b/2} = 0.4024$ - Concluded

Lower surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0002	0.1383	0.4565	0.0758
.0010	.1344	.4746	.0764
.0022	.1310	.4934	.0771
.0040	.1275	.5106	.0779
.0067	.1238	.5246	.0787
.0130	.1179	.5385	.0796
.0192	.1138	.5539	.0807
.0245	.1111	.5661	.0817
.0313	.1082	.5810	.0831
.0422	.1042	.5980	.0848
.0563	.1003	.6153	.0869
.0677	.0979	.6326	.0892
.0799	.0953	.6508	.0917
.0966	.0924	.6680	.0942
.1089	.0904	.6912	.0979
.1264	.0882	.7104	.1012
.1430	.0863	.7286	.1042
.1585	.0847	.7499	.1081
.1720	.0834	.7675	.1110
.1869	.0821	.7847	.1140
.2011	.0809	.8025	.1168
.2116	.0801	.8211	.1195
.2291	.0792	.8413	.1223
.2493	.0782	.8577	.1241
.2745	.0771	.8683	.1253
.2912	.0764	.8845	.1269
.3102	.0759	.9039	.1287
.3276	.0755	.9221	.1298
.3511	.0751	.9376	.1306
.3666	.0749	.9468	.1310
.3836	.0748	.9609	.1311
.4003	.0749	.9686	.1309
.4202	.0750	.9793	.1306
.4401	.0754	.9873	.1303
		1.0000	.1306
$c' = 25.2306 \text{ cm (9.9333 in.)}$			

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

(e) $\frac{y}{b/2} = 0.4024$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.1411	0.4528	0.1932
.0005	.1445	.4690	.1929
.0024	.1495	.4810	.1925
.0050	.1535	.4992	.1919
.0103	.1589	.5141	.1914
.0179	.1638	.5352	.1905
.0260	.1673	.5534	.1895
.0369	.1705	.5710	.1885
.0467	.1728	.5926	.1871
.0592	.1756	.6120	.1857
.0732	.1780	.6333	.1840
.0836	.1795	.6546	.1822
.0982	.1816	.6688	.1808
.1139	.1835	.6840	.1795
.1315	.1852	.6989	.1780
.1498	.1868	.7176	.1759
.1633	.1877	.7350	.1739
.1766	.1886	.7537	.1715
.1972	.1899	.7677	.1697
.2103	.1907	.7830	.1676
.2225	.1913	.7979	.1654
.2362	.1919	.8164	.1628
.2510	.1925	.8316	.1605
.2715	.1932	.8484	.1580
.2863	.1936	.8679	.1548
.2979	.1938	.8820	.1527
.3147	.1941	.8970	.1503
.3280	.1942	.9200	.1464
.3399	.1943	.9334	.1442
.3554	.1943	.9504	.1412
.3746	.1944	.9629	.1390
.3896	.1942	.9743	.1371
.4034	.1942	.9859	.1352
.4211	.1939	.9951	.1337
.4369	.1936	.9999	.1324
$c' = 25.2306 \text{ cm (9.9333 in.)}$			

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

$$(f) \frac{y}{b/2} = 0.5950$$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0001	0.1880	0.4923	0.2395
.0010	.1924	.5131	.2390
.0031	.1969	.5276	.2384
.0091	.2034	.5476	.2376
.0188	.2090	.5681	.2366
.0325	.2134	.5901	.2354
.0453	.2169	.6102	.2343
.0602	.2201	.6294	.2330
.0758	.2227	.6501	.2316
.0846	.2241	.6705	.2298
.0973	.2261	.6921	.2278
.1111	.2281	.7100	.2259
.1296	.2302	.7307	.2239
.1420	.2313	.7504	.2213
.1568	.2328	.7687	.2196
.1769	.2345	.7865	.2173
.1959	.2359	.8096	.2141
.2233	.2376	.8313	.2111
.2397	.2384	.8570	.2072
.2654	.2394	.8769	.2043
.2844	.2400	.8994	.2005
.3111	.2405	.9170	.1978
.3309	.2407	.9379	.1943
.3527	.2409	.9482	.1925
.3684	.2410	.9634	.1899
.3851	.2410	.9776	.1875
.4014	.2410	.9924	.1852
.4267	.2408	1.0000	.1834
.4448	.2405	1.0000	.1802
.4612	.2403		
c' = 21.6997 cm (8.5432 in.)			

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

(f) $\frac{y}{b/2} = 0.5950$ - Concluded

lower surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.1841	0.4909	0.1284
.0007	.1796	.5064	.1292
.0021	.1763	.5259	.1303
.0055	.1715	.5473	.1317
.0128	.1653	.5726	.1338
.0229	.1601	.5891	.1353
.0332	.1559	.6059	.1373
.0476	.1518	.6210	.1392
.0644	.1477	.6329	.1408
.0851	.1438	.6503	.1432
.0961	.1421	.6689	.1462
.1157	.1394	.6827	.1483
.1318	.1374	.6970	.1506
.1498	.1354	.7164	.1538
.1692	.1335	.7329	.1564
.1856	.1321	.7569	.1609
.2033	.1307	.7723	.1634
.2223	.1294	.7879	.1659
.2433	.1284	.8015	.1681
.2590	.1278	.8200	.1710
.2789	.1271	.8446	.1742
.2993	.1273	.8721	.1773
.3142	.1261	.8935	.1793
.3347	.1259	.9146	.1807
.3578	.1257	.9373	.1816
.3788	.1258	.9567	.1816
.4021	.1259	.9675	.1814
.4233	.1262	.9775	.1811
.4459	.1267	.9920	.1803
.4692	.1275		
$c' = 21.6997 \text{ cm (8.5432 in.)}$			

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

$$(g) \frac{y}{b/2} = 0.7750$$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.2441	0.4583	0.3010
.0004	.2485	.4867	.3005
.0012	.2515	.5081	.3000
.0090	.2621	.5366	.2992
.0169	.2670	.5644	.2982
.0283	.2715	.5936	.2968
.0454	.2750	.6245	.2951
.0630	.2794	.6501	.2935
.0836	.2828	.6764	.2916
.1042	.2859	.7062	.2889
.1302	.2890	.7308	.2861
.1521	.2913	.7509	.2844
.1707	.2930	.7757	.2815
.1816	.2940	.7987	.2785
.1955	.2949	.8175	.2757
.2130	.2963	.8371	.2730
.2241	.2970	.8481	.2714
.2395	.2978	.8640	.2690
.2618	.2987	.8809	.2664
.2764	.2993	.9077	.2623
.3037	.3002	.9249	.2594
.3241	.3006	.9436	.2563
.3359	.3010	.9610	.2534
.3629	.3012	.9771	.2508
.3835	.3013	.9946	.2474
.4104	.3014	1.0000	.2456
.4331	.3012		
c' = 18.3761 cm (7.2347 in.)			

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

(g) $\frac{y}{b/2} = 0.7750$ - Concluded

Lower surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0001	0.2426	0.4668	0.1932
.0036	.2338	.4891	.1942
.0078	.2291	.5134	.1956
.0160	.2240	.5359	.1971
.0262	.2201	.5577	.1988
.0358	.2169	.5801	.2008
.0480	.2135	.6008	.2031
.0624	.2104	.6256	.2065
.0789	.2072	.6486	.2097
.0988	.2042	.6669	.2124
.1162	.2021	.6848	.2151
.1389	.1996	.7152	.2199
.1529	.1983	.7365	.2236
.1734	.1966	.7646	.2285
.1895	.1956	.7891	.2322
.2079	.1946	.8139	.2357
.2321	.1935	.8364	.2384
.2504	.1927	.8595	.2410
.2760	.1920	.8849	.2435
.2922	.1918	.9063	.2448
.3094	.1916	.9229	.2453
.3306	.1912	.9405	.2456
.3547	.1911	.9590	.2453
.3772	.1911	.9727	.2448
.3996	.1913	.9862	.2442
.4273	.1920	1.0000	.2441
.4495	.1926		
$c' = 18.3761 \text{ cm (7.2347 in.)}$			

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TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

$$(h) \frac{y}{b/2} = 0.2127$$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.3045	0.4680	0.3629
.0005	.3097	.4941	.3625
.0037	.3166	.5276	.3621
.0098	.3233	.5574	.3613
.0158	.3274	.5891	.3602
.0258	.3319	.6122	.3591
.0412	.3367	.6354	.3580
.0608	.3410	.6670	.3562
.0849	.3447	.6976	.3543
.1004	.3467	.7248	.3522
.1220	.3492	.7533	.3503
.1389	.3509	.7881	.3463
.1680	.3535	.8096	.3437
.1768	.3542	.8298	.3411
.1955	.3555	.8612	.3364
.2138	.3568	.8819	.3336
.2342	.3580	.9102	.3291
.2639	.3595	.9293	.3263
.2918	.3606	.9450	.3236
.3233	.3614	.9556	.3219
.3506	.3620	.9682	.3199
.3787	.3624	.9841	.3174
.4096	.3626	.9946	.3153
.4378	.3629	.9998	.3140
c' = 15.8923 cm (6.2568 in.)			

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TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Continued

(h) $\frac{y}{b/2} = 0.9127$ - Concluded

Lower surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0006	0.3041	0.4534	0.2606
.0015	.3012	.4803	.2618
.0055	.2959	.5081	.2634
.0093	.2922	.5298	.2648
.0146	.2890	.5586	.2672
.0243	.2847	.5866	.2700
.0395	.2795	.6144	.2733
.0563	.2754	.6409	.2768
.0770	.2719	.6668	.2802
.0981	.2692	.6957	.2849
.1149	.2675	.7227	.2889
.1434	.2648	.7523	.2956
.1632	.2631	.7819	.3005
.1870	.2618	.8058	.3056
.2083	.2606	.8298	.3071
.2270	.2598	.8596	.3104
.2590	.2589	.8816	.3121
.2831	.2585	.9039	.3132
.3053	.2582	.9225	.3140
.3337	.2581	.9386	.3140
.3556	.2582	.9555	.3135
.3780	.2585	.9744	.3123
.4025	.2589	.9877	.31. 6
.4265	.2597	1.0000	.3118
c' = 15.8923 cm (6.2568 in.)			

TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL -- Continued

(i) $\frac{y}{b/2} = 0.9742$

Upper surface	
x'/c'	z'/c'
0.0055	0.4208
.0135	.4307
.0317	.4406
.0520	.4468
.0805	.4531
.0956	.4559
.1172	.4591
.1392	.4614
.1633	.4639
.1758	.4649
.1937	.4663
.2175	.4679
.2475	.4694
.2793	.4706
.3089	.4714
.3393	.4720
.3698	.4725
.3911	.4728
.4221	.4731
.4635	.4733
.4999	.4731
.5273	.4727
.5570	.4721
.5760	.4717
.5856	.4712
.6051	.4703
.6282	.4690
.6663	.4667
.6941	.4647
.7107	.4632
.7356	.4608
.7695	.4571
.7915	.4546
.8221	.4507
.8642	.4451
.8994	.4403
.9258	.4367
.9470	.4340
.9585	.4327
.9770	.4304
.9996	.4261
.9996	.4189
$c' = 12.2570 \text{ cm (4.8256 in.)}$	

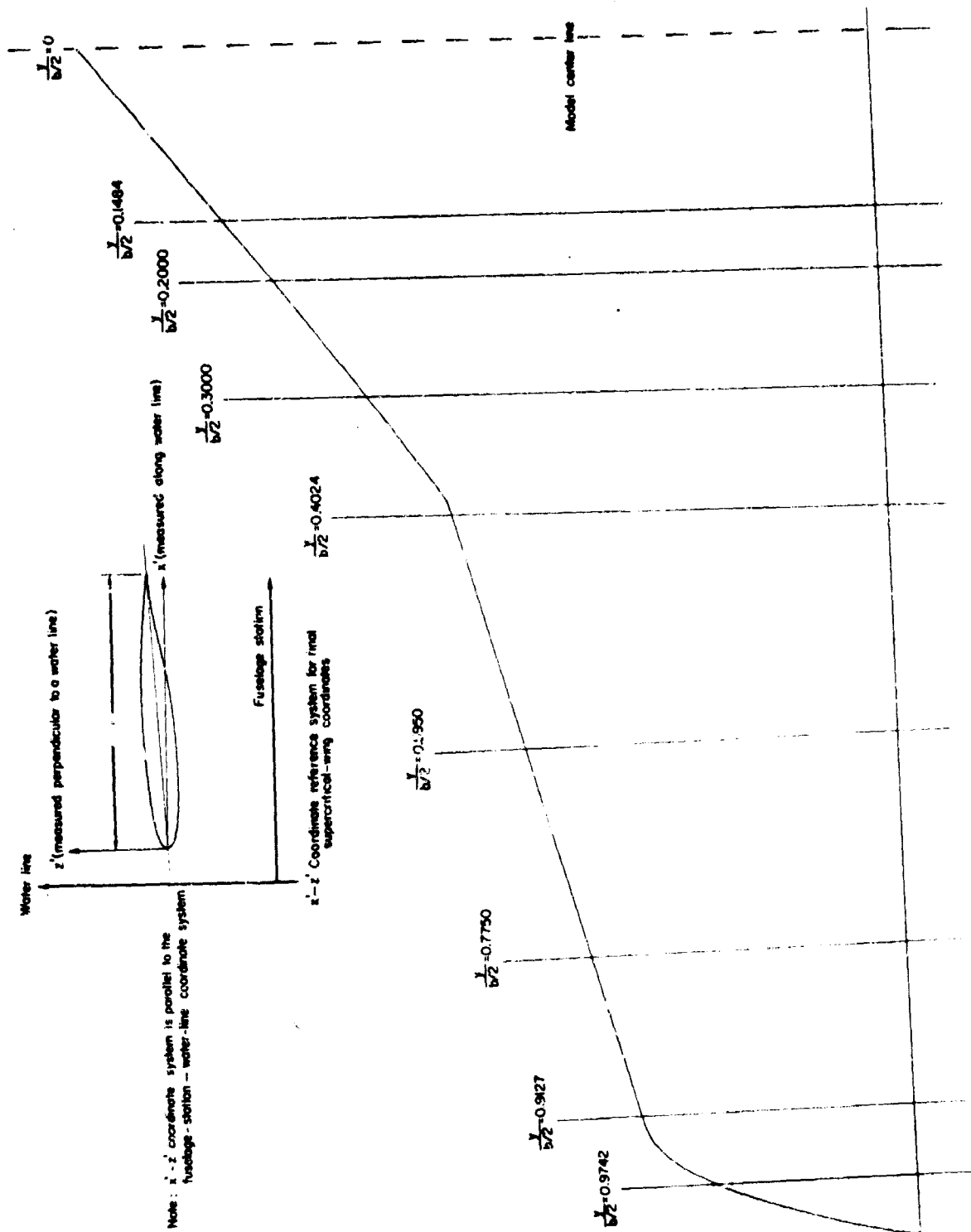
TABLE III.- FINAL SUPERCRITICAL-WING COORDINATES, LEFT PANEL - Concluded

(i) $\frac{y}{b/2} = 0.9742$ - Concluded

Lower surface	
x'/c'	z'/c'
0.0000	0.4111
.0058	.4035
.0158	.3980
.0326	.3926
.0508	.3884
.0644	.3860
.0819	.3834
.1016	.3808
.1210	.3786
.1409	.3767
.1595	.3751
.1846	.3733
.2088	.3718
.2355	.3704
.2631	.3694
.2972	.3687
.3221	.3685
.3593	.3688
.3936	.3694
.4647	.3728
.4935	.3748
.5226	.3771
.5716	.3821
.6148	.3875
.6567	.3931
.6955	.3991
.7345	.4051
.7704	.4104
.7989	.4141
.8309	.4179
.8530	.4196
.8827	.4215
.9171	.4223
.9393	.4219
.9542	.4212
.9703	.4201
.9876	.4193
1.0000	.4210
$c' = 12.2570 \text{ cm (4.8256 in.)}$	

TABLE IV. - FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL

(a) Planform coordinate layout



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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(b) $\frac{y}{b/2} = 0.1484$

Upper surface					
x'/c'	z'/c'	x'/c'	z'/c'	x'/c'	z'/c'
0.0003	0.0988	0.3725	0.1514	0.8534	0.0823
.0009	.1023	.3899	.1508	.8641	.0809
.0027	.1073	.4040	.1502	.8743	.0796
.0059	.1126	.4223	.1493	.8851	.0781
.0101	.1170	.4407	.1482	.8967	.0766
.0133	.1194	.4593	.1471	.9084	.0751
.0173	.1221	.4776	.1456	.9201	.0735
.0215	.1245	.4949	.1441	.9303	.0721
.0261	.1267	.5146	.1420	.9395	.0707
.0328	.1295	.5240	.1408	.9502	.0690
.0394	.1319	.5328	.1397	.9584	.0678
.0446	.1334	.5445	.1381	.9679	.0664
.0488	.1346	.5552	.1366	.9764	.0650
.0565	.1366	.5687	.1346	.9816	.0641
.0630	.1379	.5785	.1331	.9942	.0619
.0717	.1396	.5904	.1311	.9999	.0579
.0828	.1412	.6038	.1288	1.0000	.0600
.0907	.1423	.6142	.1268		
.0991	.1434	.6251	.1249		
.1078	.1445	.6339	.1231		
.1181	.1456	.6377	.1224		
.1259	.1465	.6484	.1203		
.1374	.1476	.6605	.1176		
.1458	.1483	.6691	.1159		
.1601	.1493	.6783	.1139		
.1721	.1502	.6905	.1111		
.1816	.1506	.7018	.1087		
.1905	.1510	.7101	.1069		
.2012	.1514	.7187	.1050		
.2127	.1519	.7243	.1038		
.2223	.1521	.7340	.1017		
.2317	.1523	.7453	.0997		
.2407	.1524	.7592	.0968		
.2528	.1526	.7719	.0942		
.2669	.1527	.7823	.0922		
.2836	.1527	.7979	.0895		
.3015	.1527	.8096	.0878		
.3180	.1525	.8202	.0865		
.3334	.1522	.8310	.0851		
.3465	.1520	.8441	.0834		

$c' = 37.7975$ cm (14.8809 in.)

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(b) $\frac{y}{b/2} = 0.1484$ - Concluded

Lower surface					
x'/c'	z'/c'	x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.0972	0.3767	0.0110	0.9702	0.0567
.0002	.0938	.3967	.0106	.9795	.0568
.0010	.0902	.4157	.0104	.9900	.0567
.0019	.0870	.4331	.0103	.9892	.0567
.0034	.0832	.4525	.0103	.9938	.0566
.0060	.0784	.4667	.0102	.9998	.0570
.0098	.0731	.4831	.0102	.9999	.0588
.0163	.0659	.5009	.0103		
.0203	.0624	.5188	.0106		
.0247	.0593	.5388	.0110		
.0320	.0552	.5555	.0115		
.0381	.0525	.5655	.0118		
.0481	.0487	.5821	.0126		
.0560	.0461	.5974	.0134		
.0624	.0441	.6106	.0143		
.0713	.0417	.6286	.0155		
.0838	.0387	.6433	.0165		
.0929	.0368	.6592	.0178		
.1029	.0348	.6803	.0199		
.1101	.0336	.6932	.0213		
.1205	.0320	.7088	.0232		
.1356	.0297	.7235	.0252		
.1472	.0281	.7404	.0275		
.1606	.0261	.7589	.0303		
.1700	.0251	.7733	.0326		
.1820	.0238	.7888	.0352		
.1880	.0229	.8021	.0376		
.1973	.0219	.8173	.0404		
.2095	.0206	.8242	.0416		
.2185	.0199	.8353	.0435		
.2293	.0189	.8512	.0461		
.2419	.0179	.8623	.0477		
.2564	.0168	.8798	.0499		
.2703	.0159	.8905	.0512		
.2848	.0148	.9049	.0527		
.2991	.0140	.9185	.0539		
.3157	.0131	.9325	.0550		
.3297	.0124	.9439	.0557		
.3434	.0118	.9501	.0560		
.3622	.0114	.9608	.0564		

c' = 37.7975 cm (14.8809 in.)

TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(c) $\frac{y}{b/2} = 0.2000$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0002	0.1031	0.5213	0.1459
.0015	.1085	.5364	.1441
.0027	.1112	.5525	.1422
.0087	.1187	.5673	.1402
.0148	.1239	.5847	.1379
.0218	.1276	.6037	.1348
.0306	.1315	.6232	.1315
.0379	.1339	.6355	.1293
.0455	.1364	.6556	.1255
.0560	.1390	.6747	.1219
.0665	.1410	.6924	.1185
.0764	.1426	.7058	.1157
.0861	.1439	.7222	.1127
.0976	.1453	.7389	.1096
.1105	.1467	.7560	.1066
.1227	.1478	.7729	.1036
.1420	.1495	.7872	.1014
.1549	.1504	.8016	.0994
.1672	.1511	.8138	.0978
.1810	.1520	.8238	.0965
.1893	.1524	.8344	.0951
.2024	.1531	.8490	.0933
.2229	.1537	.8650	.0913
.2372	.1543	.8773	.0897
.2565	.1547	.8917	.0878
.2797	.1551	.9042	.0863
.3056	.1552	.9197	.0842
.3305	.1552	.9313	.0827
.3475	.1551	.9459	.0805
.3635	.1549	.9584	.0785
.3842	.1544	.9695	.0768
.4034	.1539	.9775	.0756
.4241	.1531	.9852	.0743
.4453	.1521	.9969	.0720
.4661	.1510	.9999	.0689
.4847	.1496	1.0000	.0709
.5068	.1473		

$c' = 35.0441 \text{ cm (13.7969 in.)}$

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(c) $\frac{y}{b/2} = 0.2000$ - Concluded

Lower surface					
x'/c'	z'/c'	x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.1031	0.4048	0.0190	0.8908	0.0623
.0003	.0978	.4172	.0188	.9017	.0635
.0019	.0920	.4318	.0186	.9114	.0643
.0035	.0885	.4455	.0185	.9210	.0652
.0060	.0842	.4548	.0185	.9286	.0657
.0087	.0803	.4687	.0185	.9391	.0664
.0126	.0757	.4777	.0186	.9490	.0668
.0156	.0727	.4895	.0187	.9582	.0672
.0237	.0670	.5029	.0191	.9666	.0674
.0318	.0631	.5196	.0195	.9747	.0675
.0401	.0599	.5319	.0199	.9801	.0675
.0522	.0557	.5411	.0203	.9887	.0673
.0558	.0546	.5567	.0212	.9928	.0673
.0628	.0526	.5709	.0221	.9962	.0672
.0716	.0503	.5824	.0227	.9999	.0677
.0828	.0479	.5956	.0233	.9999	.0701
.0923	.0459	.6100	.0241		
.1044	.0436	.6227	.0250		
.1159	.0414	.6369	.0261		
.1259	.0398	.6504	.0273		
.1327	.0388	.6616	.0284		
.1433	.0372	.6750	.0299		
.1542	.0358	.6879	.0315		
.1658	.0344	.7053	.0340		
.1775	.0327	.7164	.0354		
.1897	.0313	.7256	.0367		
.1970	.0306	.7351	.0380		
.2068	.0295	.7482	.0401		
.2206	.0281	.7669	.0430		
.2339	.0269	.7798	.0453		
.2488	.0256	.7912	.0473		
.2636	.0245	.8029	.0494		
.2795	.0234	.8109	.0508		
.2896	.0228	.8199	.0524		
.3049	.0218	.8304	.0541		
.3190	.0211	.8395	.0556		
.3349	.0205	.8477	.0568		
.3570	.0198	.8603	.0586		
.3751	.0195	.8710	.0600		
.3894	.0192	.8808	.0612		

$c' = 35.0441$ cm (13.7969 in.)

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(d) $\frac{y}{b/2} = 0.3000$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0007	0.1178	0.5138	0.1609
.0029	.1234	.5306	.1594
.0077	.1294	.5457	.1582
.0169	.1357	.5609	.1567
.0256	.1395	.5771	.1550
.0386	.1435	.5957	.1530
.0543	.1471	.6114	.1512
.0657	.1492	.6274	.1494
.0836	.1521	.6390	.1482
.0983	.1542	.6557	.1462
.1159	.1563	.6709	.1443
.1301	.1577	.6854	.1425
.1482	.1593	.7080	.1397
.1664	.1608	.7317	.1365
.1826	.1618	.7468	.1346
.1989	.1627	.7639	.1323
.2169	.1635	.7786	.1302
.2346	.1642	.7991	.1274
.2446	.1645	.8123	.1257
.2567	.1649	.8289	.1234
.2699	.1652	.8451	.1212
.2865	.1654	.8601	.1191
.3050	.1658	.8751	.1170
.3128	.1661	.8916	.1147
.3237	.1661	.9033	.1131
.3422	.1661	.9205	.1105
.3592	.1661	.9366	.1080
.3703	.1662	.9456	.1066
.3822	.1661	.9527	.1055
.4057	.1658	.9606	.1042
.4191	.1656	.9666	.1032
.4329	.1653	.9730	.1022
.4491	.1647	.9814	.1008
.4683	.1639	.9944	.0981
.4892	.1626	.9999	.0966
.5009	.1619	1.0000	.0941

$c' = 29.9225 \text{ cm (11.7805 in.)}$

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(d) $\frac{y}{b/2} = 0.3000$ - Concluded

Lower surface					
x'/c'	z'/c'	x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.1168	0.4795	0.0423	0.9216	0.0916
.0001	.1132	.4921	.0427	.9338	.0923
.0006	.1098	.5030	.0431	.9435	.0927
.0015	.1061	.5161	.0436	.9525	.0930
.0035	.1018	.5283	.0441	.9614	.0932
.0061	.0980	.5396	.0446	.9714	.0932
.0111	.0928	.5534	.0451	.9782	.0932
.0148	.0899	.5676	.0460	.9877	.0931
.0195	.0869	.5786	.0467	.9939	.0930
.0285	.0825	.5925	.0477	.9997	.0933
.0392	.0786	.6046	.0487	.9998	.0953
.0467	.0762	.6171	.0499		
.0544	.0738	.6280	.0509		
.0716	.0703	.6408	.0522		
.0821	.0680	.6540	.0539		
.0933	.0660	.6655	.0555		
.1079	.0635	.6767	.0570		
.1245	.0610	.6845	.0580		
.1427	.0584	.6939	.0594		
.1588	.0560	.7047	.0610		
.1820	.0533	.7151	.0625		
.1982	.0516	.7274	.0644		
.2120	.0499	.7390	.0664		
.2336	.0481	.7480	.0678		
.2543	.0467	.7567	.0697		
.2640	.0459	.7689	.0714		
.2777	.0452	.7795	.0733		
.2955	.0442	.7891	.0749		
.3110	.0436	.8014	.0770		
.3290	.0428	.8126	.0787		
.3483	.0423	.8291	.0813		
.3679	.0418	.8424	.0832		
.3863	.0414	.8565	.0851		
.4035	.0412	.8677	.0865		
.4191	.0412	.8759	.0875		
.4312	.0413	.8894	.0889		
.4478	.0415	.9008	.0899		
.4635	.0419	.9105	.0908		
c' = 29.9225 cm (11.7805 in.)					

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(e) $\frac{y}{b/2} = 0.4024$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.1387	0.4749	0.1911
.0004	.1421	.4929	.1905
.0019	.1471	.5089	.1900
.0059	.1533	.5259	.1892
.0143	.1603	.5446	.1883
.0234	.1650	.5649	.1871
.0356	.1691	.5829	.1860
.0493	.1727	.6041	.1846
.0572	.1745	.6226	.1833
.0691	.1766	.6396	.1819
.0873	.1793	.6564	.1804
.1034	.1813	.6726	.1790
.1228	.1834	.6944	.1767
.1438	.1851	.7134	.1748
.1607	.1864	.7305	.1729
.1739	.1874	.7526	.1702
.1873	.1883	.7725	.1676
.2058	.1894	.7893	.1654
.2228	.1902	.8099	.1625
.2328	.1907	.8240	.1604
.2466	.1912	.8405	.1579
.2638	.1919	.8582	.1552
.2830	.1923	.8754	.1524
.2992	.1925	.8956	.1491
.3166	.1928	.9158	.1457
.3364	.1928	.9298	.1435
.3538	.1928	.9445	.1409
.3689	.1928	.9577	.1388
.3847	.1927	.9704	.1367
.4001	.1925	.9798	.1350
.4162	.1924	.9939	.1322
.4367	.1919	1.0000	.1307
.4549	.1917	1.0060	.1283

$c' = 25.1877 \text{ cm (9.9164 in.)}$

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(e) $\frac{y}{b/2} = 0.4024$ - Concluded

Lower surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0002	0.1363	0.4219	0.0727
.0013	.1316	.4393	.0730
.0028	.1277	.4527	.0733
.0055	.1232	.4698	.0737
.0115	.1166	.4887	.0746
.0165	.1130	.5074	.0754
.0214	.1102	.5229	.0762
.0289	.1068	.5423	.0775
.0363	.1040	.5574	.0787
.0443	.1014	.5713	.0799
.0506	.0997	.5851	.0812
.0587	.0975	.6020	.0830
.0667	.0954	.6156	.0846
.0729	.0941	.6342	.0870
.0869	.0914	.6508	.0892
.0978	.0894	.6677	.0916
.1103	.0875	.6863	.0944
.1213	.0859	.7028	.0971
.1323	.0844	.7187	.0998
.1463	.0828	.7359	.1028
.1576	.0816	.7547	.1060
.1696	.0806	.7683	.1083
.1805	.0796	.7859	.1113
.1920	.0788	.8039	.1141
.2042	.0780	.8195	.1164
.2194	.0771	.8360	.1187
.2303	.0765	.8544	.1210
.2447	.0758	.8751	.1232
.2552	.0753	.8951	.1250
.2669	.0748	.9128	.1263
.2772	.0744	.9290	.1274
.2882	.0741	.9427	.1279
.3056	.0735	.9595	.1282
.3276	.0730	.9695	.1282
.3500	.0727	.9841	.1278
.3687	.0725	.9897	.1277
.3801	.0724	.9999	.1279
.4009	.0725	.9998	.1307

$c' = 25.1877$ cm (9.9164 in.)

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

$$(f) \frac{y}{b/2} = 0.5950$$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0001	0.1867	0.4747	0.2368
.0007	.1904	.5086	.2359
.0023	.1946	.5357	.2349
.0059	.1994	.5631	.2336
.0116	.2039	.5918	.2322
.0202	.2084	.6143	.2309
.0311	.2120	.6409	.2292
.0411	.2145	.6646	.2272
.0539	.2173	.6896	.2249
.0644	.2193	.7090	.2230
.0773	.2215	.7339	.2202
.0876	.2230	.7632	.2167
.1034	.2251	.7881	.2135
.1243	.2276	.8082	.2110
.1477	.2297	.8305	.2077
.1670	.2312	.8495	.2051
.1892	.2329	.8692	.2022
.2113	.2343	.8933	.1987
.2322	.2353	.9131	.1956
.2538	.2363	.9309	.1928
.2863	.2371	.9506	.1897
.3097	.2376	.9613	.1879
.3330	.2379	.9732	.1858
.3524	.2380	.9839	.1839
.3718	.2381	.9947	.1821
.3973	.2380	1.0000	.1799
.4206	.2377	.9998	.1771
.4439	.2374		

$c' = 21.6931 \text{ cm (8.5406 in.)}$

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(f) $\frac{y}{b/2} = 0.5950$ - Concluded

Lower surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.1866	0.4474	0.1237
.0005	.1823	.4593	.1238
.0019	.1773	.4785	.1246
.0074	.1678	.4944	.1253
.0157	.1608	.5123	.1262
.0214	.1577	.5357	.1278
.0344	.1517	.5565	.1293
.0437	.1485	.5744	.1309
.0554	.1451	.5902	.1324
.0679	.1424	.6212	.1361
.0833	.1394	.6385	.1383
.0968	.1371	.6554	.1408
.1082	.1356	.6750	.1438
.1203	.1342	.6934	.1469
.1326	.1329	.7147	.1503
.1495	.1311	.7367	.1539
.1608	.1299	.7579	.1574
.1777	.1287	.7789	.1608
.1969	.1275	.7993	.1640
.2136	.1265	.8186	.1668
.2304	.1258	.8370	.1693
.2397	.1253	.8558	.1717
.2539	.1247	.8725	.1733
.2677	.1243	.8939	.1754
.2912	.1236	.9105	.1764
.3082	.1232	.9284	.1771
.3293	.1230	.9437	.1772
.3461	.1228	.9604	.1772
.3610	.1227	.9712	.1769
.3753	.1226	.9758	.1766
.3954	.1223	.9857	.1764
.4135	.1229	.9914	.1763
.4294	.1231	.9994	.1767
		.9996	.1803

$c' = 21.6931$ cm (8.5406 in.)

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

$$(g) \frac{y}{b/2} = 0.7750$$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0001	0.2450	0.5136	0.2951
.0022	.2520	.5437	.2943
.0051	.2559	.5698	.2932
.0110	.2610	.5990	.2920
.0191	.2656	.6257	.2906
.0341	.2707	.6517	.2889
.0473	.2736	.6732	.2872
.0624	.2766	.7028	.2845
.0842	.2801	.7271	.2818
.1111	.2836	.7464	.2796
.1362	.2862	.7685	.2773
.1546	.2878	.7935	.2743
.1773	.2898	.8160	.2716
.2026	.2915	.8368	.2691
.2316	.2930	.8566	.2667
.2648	.2940	.8814	.2636
.3000	.2947	.9108	.2598
.3279	.2953	.9291	.2575
.3588	.2957	.9526	.2542
.3859	.2959	.9703	.2516
.4138	.2960	.9845	.2494
.4435	.2960	.9917	.2482
.4721	.2957	.9999	.2429
.4964	.2953	1.0000	.2459
$c' = 18.3619 \text{ cm (7.2291 in.)}$			

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(g) $\frac{y}{b/2} = 0.7750$ - Concluded

Lower surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.2422	0.5030	0.1908
.0016	.2362	.5271	.1923
.0059	.2292	.5507	.1940
.0137	.2226	.5696	.1958
.0247	.2172	.5948	.1983
.0345	.2129	.6106	.2003
.0557	.2072	.6301	.2029
.0674	.2046	.6548	.2063
.0830	.2015	.6838	.2104
.1017	.1987	.7060	.2137
.1198	.1967	.7310	.2179
.1347	.1951	.7581	.2225
.1513	.1933	.7798	.2260
.1731	.1919	.7982	.2291
.2002	.1903	.8231	.2329
.2241	.1892	.8420	.2356
.2472	.1883	.8676	.2387
.2653	.1879	.8857	.2405
.2896	.1875	.9070	.2422
.3064	.1872	.9209	.2428
.3229	.1870	.9346	.2431
.3447	.1868	.9473	.2432
.3666	.1868	.9614	.2431
.3872	.1870	.9740	.2427
.4131	.1874	.9856	.2424
.4342	.1879	.9993	.2430
.4557	.1886	.9993	.2462
.4770	.1895		
$c' = 18.3619 \text{ cm (7.2291 in.)}$			

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(h) $\frac{y}{b/2} = 0.9127$

Upper surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0003	0.3034	0.5251	0.3560
.0013	.3080	.5547	.3553
.0043	.3132	.5822	.3547
.0103	.3185	.6133	.3535
.0258	.3261	.6490	.3518
.0444	.3315	.6738	.3501
.0703	.3366	.7108	.3472
.1003	.3412	.7389	.3434
.1273	.3442	.7610	.3419
.1565	.3467	.7940	.3387
.1835	.3490	.8210	.3357
.2018	.3504	.8465	.3331
.2248	.3518	.8710	.3302
.2573	.3533	.8883	.3281
.2921	.3545	.9026	.3264
.3351	.3557	.9174	.3245
.3696	.3562	.9382	.3220
.4040	.3567	.9449	.3213
.4268	.3567	.9666	.3186
.4499	.3568	.9821	.3158
.4640	.3568	.9971	.3130
.4906	.3566	1.0000	.3122
$c' = 15.8120 \text{ cm (6.2252 in.)}$			

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TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(h) $\frac{y}{b/2} = 0.9127$ - Concluded

Lower surface			
x'/c'	z'/c'	x'/c'	z'/c'
0.0000	0.3031	0.5424	0.2620
.0011	.2980	.5662	.2641
.0040	.2928	.5936	.2667
.0104	.2869	.6220	.2697
.0184	.2822	.6458	.2727
.0302	.2775	.6718	.2764
.0486	.2729	.7007	.2806
.0690	.2691	.7208	.2837
.0945	.2650	.7430	.2878
.1261	.2613	.7661	.2916
.1523	.2591	.7846	.2950
.1784	.2572	.8036	.2983
.1956	.2566	.8188	.3006
.2228	.2554	.8416	.3040
.2541	.2545	.8618	.3065
.2783	.2541	.8761	.3080
.3107	.2537	.8945	.3095
.3427	.2538	.9125	.3105
.3654	.2540	.9321	.3110
.3918	.2546	.9469	.3110
.4210	.2553	.9670	.3102
.4502	.2563	.9809	.3095
.4778	.2575	.9951	.3091
.5080	.2594	.9935	.3092
$c' = 15.8120 \text{ cm (6.2252 in.)}$			

TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Continued

(i) $\frac{y}{b/2} = 0.9742$

Upper surface	
x'/c'	z'/c'
0.0014	0.4063
.0112	.4147
.0280	.4221
.0483	.4276
.0713	.4318
.0975	.4354
.1279	.4389
.1579	.4420
.1951	.4449
.2334	.4475
.2615	.4491
.2894	.4507
.3220	.4523
.3536	.4536
.3931	.4548
.4385	.4555
.4749	.4557
.5115	.4556
.5453	.4552
.5823	.4543
.6212	.4528
.6567	.4508
.6864	.4488
.7223	.4458
.7627	.4421
.7930	.4393
.8318	.4350
.8527	.4325
.8794	.4293
.9015	.4266
.9385	.4217
.9547	.4199
.9679	.4181
.9931	.4130
1.0000	.4106
$c' = 12.4437 \text{ cm (4.8991 in.)}$	

TABLE IV.- FINAL SUPERCRITICAL-WING COORDINATES, RIGHT PANEL - Concluded

(i) $\frac{y}{b/2} = 0.9742$ - Concluded

Lower surface	
x'/c'	z'/c'
0.0000	0.4032
.0015	.3981
.0063	.3918
.0202	.3854
.0428	.3794
.0651	.3751
.0782	.3731
.1019	.3702
.1385	.3662
.1690	.3639
.2010	.3617
.2276	.3600
.2596	.3590
.2816	.3585
.3005	.3577
.3299	.3574
.3610	.3577
.3909	.3583
.4103	.3588
.4385	.3600
.4605	.3611
.5002	.3636
.5461	.3671
.5777	.3701
.6075	.3732
.6326	.3765
.6622	.3807
.6894	.3850
.7120	.3886
.7328	.3921
.7597	.3963
.7928	.4005
.8189	.4043
.8410	.4064
.8715	.4083
.8880	.4091
.9047	.4095
.9115	.4095
.9330	.4095
.9540	.4086
.9749	.4075
.9845	.4070
.9994	.4076
$c' = 12.4437$ cm (4.8991 in.)	

TABLE V. - CONFIGURATION SCHEDULE

Model configuration number	Nacelles and pylons	L.E. glove	Wing boundary-layer trip location, x_T/c	δ_h , deg	δ_e , deg	$\delta'_{a,R}$, deg	$\delta'_{a,L}$, deg	i_n , deg ^a	Γ_n , deg ^b
Initial supercritical-wing configuration (see table II for wing coordinates)									
1	On	Off	0.29 and 0.05	0	0	0	0	3	0
2	Off ^c	Off	.29	0	0	0	0	3	0
Final supercritical-wing configuration (see tables III and IV for wing coordinates)									
123	On	On	0.05	c-2	0	0	0	5	0
623	On	On	.05	-2	0	c-5	c5	5	0
125	On	On	.05	-2	0	0	0	c3	0
126	On	On	.05	-2	0	0	0	3	c17.5

^aSee figure 1(b).

^bSee figure 1(h).

^cConfiguration parameter investigated.

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TABLE VI.- TUNNEL TEST CONDITIONS

Mach number	Temperature		Reynolds number (final configurations) ^a		Reynolds number (initial configurations) ^a	
	K	°F	per m	per ft	per m	per ft
0.900	322	120	13.1 × 10 ⁶	4.0 × 10 ⁶	12.8 × 10 ⁶	3.9 × 10 ⁶
.875					12.5	3.8
.850					12.5	3.8
.825					12.1	3.7
.800					11.8	3.6
.775					11.5	3.5
.750					10.5	3.2
.70						
.60						
.50						
.25						

^aSee table V.

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1. $x_{T/c} = 0.29$

(a) $M = 0.60$

$\alpha = -1.07^\circ$; $C_L = -0.030$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.679	0.000	.989	0.000	.988	0.000	.961	0.000	.902
.747	-.919	.010	.086	.003	.665	.010	.107	.010	.292
.763	-.580	.030	-.341	.010	.030	.030	-.501	.030	-.368
.778	-.394	.050	-.350	.020	-.242	.050	-.405	.050	-.351
.794	-.220	.100	-.418	.025	-.284	.100	-.371	.100	-.294
.810	-.117	.180	-.391	.030	-.335	.180	-.339	.180	-.258
.825	-.009	.300	-.215	.050	-.427	.300	-.351	.300	-.273
.841	.049	.350	-.168	.100	-.369	.350	-.310	.350	-.253
.857	.104	.400	-.127	.120	-.354	.400	-.321	.400	-.273
.873	.134	.450	-.107	.180	-.309	.450	-.332	.450	-.249
.888	.142	.500	-.120	.250	-.322	.500	-.334	.500	-.277
		.550	-.179	.300	-.305	.550	-.338	.550	-.277
		.600	-.300	.350	-.290	.600	-.345	.600	-.257
		.650	-.444	.400	-.300	.650	-.329	.650	-.247
		.700	-.588	.450	-.314	.700	-.277	.700	-.239
		.750	-.679	.500	-.338	.750	-.250		
		.850	-.526	.550	-.353	.850	-.120		
		.950	-.204	.600	-.369	.950	.043		
				.650	-.351				
				.700	-.334				
				.800	-.235				
				.900	-.082				
				.950	.017				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.516	.005	.392	.005	.302	.005	.103	.005	.126
.025	-.044	.025	-.569	.025	-.618	.025	-.505	.025	-.603
.050	-.250	.050	-.631	.050	-.676	.050	-.648	.050	-.620
.100	-.453	.100	-.609	.100	-.588	.100	-.576	.100	-.497
.180	-.536	.120	-.600	.180	-.525	.180	-.478	.180	-.423
.300	-.534	.180	-.537	.400	-.432	.300	-.460	.300	-.357
.400	-.466	.250	-.488	.500	-.416	.400	-.396	.400	-.354
.500	-.456	.300	-.543	.600	-.374	.500	-.386	.500	-.349
.600	-.390	.400	-.463	.650	-.233	.600	-.319	.600	-.285
.650	-.302	.500	-.448	.700	-.105	.650	-.200	.650	-.200
.700	-.217	.600	-.376	.750	.015	.700	-.088	.700	-.087
.750	-.095	.650	-.262	.800	.115				
.800	.018	.700	-.141	.900	.221				
.900	.114	.750	-.006	.950	.236				
.950	.114	.800	.084						
		.850	.125						
		.900	.197						
		.950	.223						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(a) $M = 0.60$ - Continued

$\alpha = -0.06^\circ$; $C_L = 0.074$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.707	0.000	.901	0.000	.987	0.000	.980	0.000	.933
.747	-.909	.010	-.150	.003	.504	.010	-.169	.010	.051
.763	-.580	.030	-.575	.010	-.254	.030	-.812	.030	-.619
.778	-.386	.050	-.535	.020	-.436	.050	-.575	.050	-.495
.794	-.220	.100	-.546	.025	-.612	.100	-.509	.100	-.408
.810	-.115	.180	-.488	.030	-.592	.180	-.424	.180	-.338
.825	-.010	.300	-.268	.050	-.598	.300	-.371	.300	-.304
.841	.049	.350	-.210	.100	-.488	.350	-.359	.350	-.280
.857	.108	.400	-.164	.120	-.463	.400	-.363	.400	-.309
.873	.135	.450	-.131	.180	-.390	.450	-.365	.450	-.278
.888	.152	.500	-.149	.250	-.364	.500	-.371	.500	-.306
		.550	-.202	.300	-.345	.550	-.371	.550	-.300
		.600	-.321	.350	-.342	.600	-.376	.600	-.284
		.650	-.466	.400	-.341	.650	-.353	.650	-.269
		.700	-.603	.450	-.364	.700	-.304	.700	-.264
		.750	-.682	.500	-.377	.750	-.266		
		.850	-.527	.550	-.383	.850	-.130		
		.950	-.203	.600	-.392	.950	.038		
				.650	-.367				
				.700	-.350				
				.800	-.248				
				.900	-.083				
				.950	.020				
				0.000	0.000				
WING LOWER SURFACE									
		X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.654	.005	.576	.005	.507	.005	.296
		.025	.105	.025	-.341	.025	-.331	.025	-.318
		.050	-.125	.050	-.427	.050	-.446	.050	-.419
		.100	-.352	.100	-.506	.100	-.463	.100	-.396
		.180	-.471	.120	-.458	.180	-.426	.180	-.344
		.300	-.472	.180	-.452	.400	-.384	.300	-.316
		.400	-.422	.250	-.432	.500	-.376	.400	-.317
		.500	-.424	.300	-.475	.600	-.349	.500	-.319
		.600	-.366	.400	-.426	.650	-.212	.600	-.263
		.650	-.289	.500	-.422	.700	-.089	.650	-.180
		.700	-.202	.600	-.355	.750	.021	.700	-.072
		.750	-.093	.650	-.247	.800	.125		
		.800	.023	.700	-.130	.900	.226		
		.900	.115	.750	.004	.950	.243		
		.950	.113	.800	.089				
				.850	.130				
				.900	.202				
				.950	.222				

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(a) $M = 0.80$ - Continued

$\alpha = 0.84^\circ$; $C_L = 0.174$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.690	0.000	.816	0.000	.966	0.000	.953	0.000	.976
.747	-.917	.010	-.363	.003	.298	.010	-.386	.010	-.211
.763	-.574	.030	-.741	.010	-.508	.030	-1.061	.030	-.958
.778	-.388	.050	-.777	.020	-.802	.050	-.819	.050	-.786
.794	-.219	.100	-.683	.025	-.890	.100	-.614	.100	-.615
.810	-.108	.180	-.583	.030	-.923	.180	-.479	.180	-.505
.825	-.003	.300	-.324	.050	-.795	.300	-.432	.300	-.422
.841	.053	.350	-.255	.100	-.632	.350	-.417	.350	-.413
.857	.111	.400	-.197	.120	-.591	.400	-.411	.400	-.397
.873	.138	.450	-.164	.180	-.446	.450	-.406	.450	-.387
.888	.156	.500	-.172	.250	-.431	.500	-.403	.500	-.389
		.550	-.218	.300	-.399	.550	-.394	.550	-.380
		.600	-.338	.350	-.393	.600	-.395	.600	-.355
		.650	-.470	.400	-.387	.650	-.365	.650	-.326
		.700	-.609	.450	-.395	.700	-.317	.700	-.290
		.750	-.689	.500	-.410	.750	-.277		
		.850	-.522	.550	-.412	.850	-.133		
		.950	-.204	.600	-.411	.950	.033		
				.650	-.388				
				.700	-.360				
				.800	-.250				
				.900	-.081				
				.950	.016				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.735	.005	.711	.005	.689	.005	.578	.005	.506
.025	.219	.025	-.123	.025	-.142	.025	-.087	.025	-.125
.050	-.048	.050	-.283	.050	-.298	.050	-.296	.050	-.306
.100	-.237	.100	-.355	.100	-.311	.100	-.321	.100	-.275
.180	-.395	.120	-.352	.180	-.342	.180	-.319	.180	-.277
.300	-.423	.180	-.349	.400	-.343	.300	-.335	.300	-.283
.400	-.392	.250	-.373	.500	-.341	.400	-.324	.400	-.282
.500	-.390	.300	-.418	.600	-.325	.500	-.321	.500	-.288
.600	-.350	.400	-.374	.650	-.189	.600	-.273	.600	-.240
.650	-.264	.500	-.384	.700	-.074	.650	-.165	.650	-.163
.700	-.181	.600	-.333	.750	.037	.700	-.063	.700	-.059
.750	-.076	.650	-.225	.800	.135				
.800	.036	.700	-.115	.900	.230				
.900	.124	.750	.015	.950	.243				
.950	.121	.800	.101						
		.850	.134						
		.900	.208						
		.950	.227						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(a) $M = 0.80$ - Continued

$\alpha = 2.96^\circ$; $C_L = 0.378$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.672	0.000	.529	0.000	.814	0.000	.832	0.000	.912	0.000	.845
.747	-.921	.010	-.905	.003	-.139	.010	-.941	.010	-.740	.010	-.623
.763	-.579	.030	-1.287	.010	-1.174	.030	-1.810	.030	-1.705	.030	-1.355
.778	-.382	.050	-1.217	.020	-1.496	.050	-1.531	.050	-1.393	.050	-1.065
.794	-.219	.100	-1.053	.025	-1.643	.100	-.877	.100	-.842	.100	-.652
.810	-.114	.180	-.795	.030	-1.585	.180	-.657	.180	-.664	.180	-.505
.825	-.010	.300	-.433	.050	-1.308	.300	-.552	.300	-.529	.300	-.450
.841	.048	.350	-.338	.100	-.860	.350	-.514	.350	-.490	.350	-.415
.857	.099	.400	-.268	.120	-.784	.400	-.491	.400	-.466	.400	-.408
.873	.133	.450	-.225	.180	-.638	.450	-.474	.450	-.446	.450	-.370
.888	.151	.500	-.223	.250	-.553	.500	-.465	.500	-.429	.500	-.388
		.550	-.251	.300	-.504	.550	-.437	.550	-.410	.550	-.364
		.600	-.361	.350	-.479	.600	-.431	.600	-.384	.600	-.341
		.650	-.498	.400	-.465	.650	-.395	.650	-.346	.650	-.322
		.700	-.627	.450	-.461	.700	-.337	.700	-.307	.700	-.308
		.750	-.689	.500	-.467	.750	-.288				
		.850	-.505	.550	-.455	.850	-.125				
		.950	-.186	.600	-.452	.950	.041				
				.650	-.413						
				.700	-.382						
				.800	-.257						
				.900	-.082						
				.950	.016						
				0.000	0.000						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.877	.005	.902	.005	.876	.005	.827	.005	.789
		.025	.420	.025	.196	.025	.207	.025	.250	.025	.168
		.050	.142	.050	.008	.050	.018	.050	.032	.050	-.027
		.100	-.087	.100	-.139	.100	-.100	.100	-.118	.100	-.128
		.180	-.262	.120	-.171	.180	-.175	.180	-.162	.180	-.162
		.300	-.328	.180	-.200	.400	-.251	.300	-.236	.300	-.214
		.400	-.316	.250	-.232	.500	-.274	.400	-.246	.400	-.219
		.500	-.333	.300	-.299	.600	-.279	.500	-.255	.500	-.244
		.600	-.302	.400	-.289	.650	-.160	.600	-.238	.600	-.213
		.650	-.232	.500	-.313	.700	-.056	.650	-.139	.650	-.144
		.700	-.161	.600	-.285	.750	.056	.700	-.047	.700	-.051
		.750	-.053	.650	-.188	.800	.147				
		.800	.060	.700	-.086	.900	.238				
		.900	.138	.750	.030	.950	.245				
		.950	.130	.800	.111						
				.850	.153						
				.900	.209						
				.950	.230						

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(a) $M = 0.60$ - Continued

$\alpha = 3.93^\circ$; $C_L = 0.472$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE						WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.666	0.000	.347	0.000	.496	0.000	.718	0.000	.805	0.000	.761
.747	-.901	.010	-1.198	.003	-.438	.010	-1.230	.010	-1.026	.010	-.886
.763	-.563	.030	-1.632	.010	-1.442	.030	-2.069	.030	-1.949	.030	-1.564
.778	-.375	.050	-1.565	.020	-1.837	.050	-1.974	.050	-1.865	.050	-1.394
.794	-.210	.100	-1.150	.025	-1.977	.100	-.938	.100	-.883	.100	-.734
.810	-.109	.180	-.865	.030	-2.034	.180	-.726	.180	-.720	.180	-.567
.825	-.008	.300	-.472	.050	-1.766	.300	-.587	.300	-.562	.300	-.483
.841	.047	.350	-.382	.100	-.967	.350	-.557	.350	-.538	.350	-.454
.857	.108	.400	-.308	.120	-.874	.400	-.530	.400	-.495	.400	-.442
.873	.131	.450	-.254	.180	-.699	.450	-.505	.450	-.478	.450	-.402
.888	.154	.500	-.245	.250	-.619	.500	-.490	.500	-.452	.500	-.411
		.550	-.275	.300	-.565	.550	-.467	.550	-.438	.550	-.396
		.600	-.382	.350	-.527	.600	-.444	.600	-.403	.600	-.360
		.650	-.491	.400	-.504	.650	-.401	.650	-.361	.650	-.331
		.700	-.615	.450	-.491	.700	-.337	.700	-.315	.700	-.318
		.750	-.685	.500	-.494	.750	-.282				
		.850	-.501	.550	-.480	.850	-.127				
		.950	-.185	.600	-.471	.950	.036				
				.650	-.434						
				.700	-.389						
				.800	-.257						
				.900	-.078						
				.950	.012						
				0.000	0.000						
						WING LOWER SURFACE					
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.918	.005	.947	.005	.926	.005	.910	.005	.847	.005	.847
.025	.514	.025	.367	.025	.382	.025	.402	.025	.304	.025	.304
.050	.219	.050	.111	.050	.109	.050	.116	.050	.050	.050	.050
.100	.002	.100	-.041	.100	-.012	.100	-.021	.100	-.053	.100	-.053
.180	-.205	.120	-.075	.180	-.105	.180	-.097	.180	-.108	.180	-.108
.300	-.290	.180	-.127	.400	-.221	.300	-.190	.300	-.170	.300	-.170
.400	-.282	.250	-.180	.500	-.241	.400	-.208	.400	-.195	.400	-.195
.500	-.300	.300	-.258	.600	-.251	.500	-.238	.500	-.217	.500	-.217
.600	-.273	.400	-.246	.650	-.145	.600	-.216	.600	-.191	.600	-.191
.650	-.213	.500	-.280	.700	-.044	.650	-.122	.650	-.133	.650	-.133
.700	-.146	.600	-.257	.750	.059	.700	-.033	.700	-.043	.700	-.043
.750	-.049	.650	-.171	.800	.156						
.800	.068	.700	-.078	.900	.239						
.900	.139	.750	.041	.950	.245						
.950	.138	.800	.120								
		.850	.159								
		.900	.215								
		.950	.229								

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(a) $M = 0.60$ - Concluded

$\alpha = 4.97^\circ$; $C_L = 0.572$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.642	0.000	.251	0.000	.564	0.000	.663	0.000	.648
.747	-.898	.010	-1.453	.003	-.639	.010	-1.409	.010	-1.082
.763	-.546	.030	-2.026	.010	-1.695	.030	-2.191	.030	-1.807
.778	-.376	.050	-1.880	.020	-2.053	.050	-2.160	.050	-1.727
.794	-.212	.100	-1.351	.025	-2.222	.100	-1.316	.100	-.802
.810	-.113	.180	-.953	.030	-2.339	.180	-.812	.180	-.635
.825	-.005	.300	-.510	.050	-2.140	.300	-.624	.300	-.529
.841	.050	.350	-.408	.100	-1.206	.350	-.581	.350	-.483
.857	.110	.400	-.330	.120	-.973	.400	-.552	.400	-.472
.873	.133	.450	-.274	.180	-.755	.450	-.524	.450	-.433
.888	.151	.500	-.258	.250	-.664	.500	-.500	.500	-.432
		.550	-.287	.300	-.592	.550	-.478	.550	-.415
		.600	-.384	.350	-.565	.600	-.454	.600	-.382
		.650	-.500	.400	-.535	.650	-.405	.650	-.353
		.700	-.601	.450	-.512	.700	-.336	.700	-.322
		.750	-.664	.500	-.508	.750	-.283		
		.850	-.482	.550	-.485	.850	-.127		
		.950	-.172	.600	-.474	.950	.026		
				.650	-.431				
				.700	-.388				
				.800	-.248				
				.900	-.078				
				.950	.011				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.939	.005	.969	.005	.963	.005	.954	.005	.899
.025	.592	.025	.475	.025	.478	.025	.510	.025	.397
.050	.318	.050	.223	.050	.226	.050	.239	.050	.164
.100	.056	.100	.034	.100	.070	.100	.051	.100	.024
.180	-.140	.120	.002	.180	-.058	.180	-.034	.180	-.067
.300	-.229	.180	-.065	.400	-.174	.300	-.143	.300	-.119
.400	-.242	.250	-.121	.500	-.213	.400	-.167	.400	-.159
.500	-.277	.300	-.197	.600	-.230	.500	-.206	.500	-.194
.600	-.253	.400	-.207	.650	-.122	.600	-.198	.600	-.175
.650	-.192	.500	-.248	.700	-.031	.650	-.104	.650	-.115
.700	-.128	.600	-.238	.750	.068	.700	-.022	.700	-.035
.750	-.033	.650	-.155	.800	.153				
.800	.071	.700	-.063	.900	.241				
.900	.147	.750	.048	.950	.245				
.950	.145	.800	.129						
		.850	.168						
		.900	.220						
		.950	.232						

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(b) $M = 0.070$

$\alpha = -1.06^\circ$; $C_L = -0.037$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE						WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.700	0.000	1.027	0.000	1.019	0.000	.991	0.000	.963	0.000	.914
.747	-1.450	.010	.756	.003	.680	.010	.140	.010	.262	.010	.324
.763	-.568	.030	-.296	.010	.044	.030	-.484	.030	-.472	.030	-.405
.778	-.337	.050	-.369	.020	-.192	.050	-.418	.050	-.452	.050	-.402
.794	-.185	.100	-.429	.025	-.303	.100	-.395	.100	-.413	.100	-.333
.810	-.086	.180	-.413	.030	-.379	.180	-.360	.180	-.393	.180	-.288
.825	.010	.300	-.209	.050	-.470	.300	-.386	.300	-.355	.300	-.303
.841	.069	.350	-.147	.100	-.390	.350	-.328	.350	-.321	.350	-.264
.857	.122	.400	-.091	.120	-.371	.400	-.356	.400	-.345	.400	-.303
.873	.144	.450	-.062	.180	-.308	.450	-.364	.450	-.343	.450	-.268
.888	.164	.500	-.057	.250	-.329	.500	-.371	.500	-.364	.500	-.302
		.550	-.104	.300	-.314	.550	-.377	.550	-.364	.550	-.302
		.600	-.232	.350	-.104	.600	-.394	.600	-.347	.600	-.287
		.650	-.409	.400	-.314	.650	-.366	.650	-.318	.650	-.270
		.700	-.632	.450	-.345	.700	-.309	.700	-.285	.700	-.262
		.750	-.897	.500	-.379	.750	-.271				
		.850	-.569	.550	-.396	.850	-.118				
		.950	-.175	.600	-.431	.950	.060				
				.650	-.411						
				.700	-.395						
				.800	-.268						
				.900	-.075						
				.950	.032						
				0.000	0.000						
						WING LOWER SURFACE					
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.574	.005	.463	.005	.393	.005	.209	.005	.136	.005	.136
.025	.001	.025	-.507	.025	-.592	.025	-.495	.025	-.643	.025	-.643
.050	-.233	.050	-.635	.050	-.790	.050	-.699	.050	-.701	.050	-.701
.100	-.440	.100	-.685	.100	-.676	.100	-.667	.100	-.553	.100	-.553
.180	-.592	.120	-.658	.180	-.601	.180	-.538	.180	-.465	.180	-.465
.300	-.601	.180	-.582	.400	-.491	.300	-.510	.300	-.395	.300	-.395
.400	-.533	.250	-.553	.500	-.464	.400	-.450	.400	-.392	.400	-.392
.500	-.514	.300	-.611	.600	-.405	.500	-.425	.500	-.387	.500	-.387
.600	-.428	.400	-.531	.650	-.234	.600	-.362	.600	-.301	.600	-.301
.650	-.320	.500	-.516	.700	-.094	.650	-.206	.650	-.201	.650	-.201
.700	-.223	.600	-.416	.750	.032	.700	-.078	.700	-.076	.700	-.076
.750	-.095	.650	-.278	.800	.135						
.800	.029	.700	-.136	.900	.243						
.900	.122	.750	.002	.950	.255						
.950	.122	.800	.097								
		.850	.138								
		.900	.215								
		.950	.234								

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(b) $M = 0.70$ - Continued

$\alpha = -0.08^\circ$; $C_L = 0.070$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.713	0.000	.949	0.000	1.015	0.000	1.002	0.000	.992	0.000	.952
.747	-1.463	.010	-.038	.003	-.541	.010	-.060	.010	.121	.010	.187
.763	-.574	.030	-.512	.010	-.180	.030	-.761	.030	-.759	.030	-.602
.778	-.341	.050	-.558	.020	-.452	.050	-.645	.050	-.620	.050	-.562
.794	-.186	.100	-.596	.025	-.529	.100	-.540	.100	-.534	.100	-.447
.810	-.089	.180	-.537	.030	-.607	.180	-.444	.180	-.469	.180	-.365
.825	.008	.300	-.263	.050	-.646	.300	-.413	.300	-.409	.300	-.343
.841	.064	.350	-.189	.100	-.537	.350	-.392	.350	-.381	.350	-.308
.857	.117	.400	-.138	.120	-.490	.400	-.409	.400	-.381	.400	-.340
.873	.143	.450	-.088	.180	-.409	.450	-.405	.450	-.384	.450	-.302
.888	.163	.500	-.086	.250	-.382	.500	-.412	.500	-.394	.500	-.332
		.550	-.132	.300	-.363	.550	-.416	.550	-.393	.550	-.335
		.600	-.250	.350	-.346	.600	-.418	.600	-.369	.600	-.308
		.650	-.431	.400	-.350	.650	-.394	.650	-.333	.650	-.294
		.700	-.657	.450	-.374	.700	-.324	.700	-.299	.700	-.279
		.750	-.908	.500	-.408	.750	-.284				
		.850	-.560	.550	-.424	.850	-.120				
		.950	-.170	.600	-.448	.950	.060				
				.650	-.423						
				.700	-.403						
				.800	-.274						
				.900	-.079						
				.950	.031						
				0.000	0.000						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.698	.005	.587	.005	.533	.005	.403	.005	.338
		.025	.131	.025	-.304	.025	-.357	.025	-.320	.025	-.447
		.050	-.118	.050	-.446	.050	-.561	.050	-.465	.050	-.529
		.100	-.335	.100	-.525	.100	-.502	.100	-.522	.100	-.439
		.180	-.457	.120	-.541	.180	-.485	.180	-.459	.180	-.383
		.300	-.535	.180	-.501	.400	-.444	.300	-.451	.300	-.360
		.400	-.490	.250	-.482	.500	-.426	.400	-.409	.400	-.357
		.500	-.476	.300	-.532	.600	-.379	.500	-.393	.500	-.356
		.600	-.401	.400	-.484	.650	-.226	.600	-.323	.600	-.281
		.650	-.305	.500	-.471	.700	-.087	.650	-.191	.650	-.195
		.700	-.208	.600	-.394	.750	.038	.700	-.069	.700	-.069
		.750	-.084	.650	-.259	.800	.140				
		.800	.034	.700	-.125	.900	.244				
		.900	.125	.750	.012	.950	.260				
		.950	.125	.800	.101						
				.850	.148						
				.900	.221						
				.950	.238						

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(b) $M = 0.70$ - Continued

$\alpha = 0.98^\circ$; $C_L = 0.182$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.698	0.000	.865	0.000	.999	0.000	.993	0.000	1.000	
.747	-1.455	.010	-.201	.003	.384	.010	-.265	.010	-.109	
.763	-.593	.030	-.686	.010	-.405	.030	-1.192	.030	-1.109	
.778	-.339	.050	-.790	.020	-.723	.050	-.937	.050	-.901	
.794	-.184	.100	-.752	.025	-.883	.100	-.664	.100	-.708	
.810	-.091	.180	-.659	.030	-.925	.180	-.531	.180	-.539	
.825	.009	.300	-.316	.050	-.924	.300	-.474	.300	-.462	
.841	.062	.350	-.235	.100	-.720	.350	-.454	.350	-.446	
.857	.120	.400	-.169	.120	-.658	.400	-.454	.400	-.431	
.873	.141	.450	-.118	.180	-.469	.450	-.446	.450	-.422	
.888	.160	.500	-.106	.250	-.444	.500	-.444	.500	-.417	
		.550	-.147	.300	-.417	.550	-.437	.550	-.409	
		.600	-.265	.350	-.407	.600	-.442	.600	-.384	
		.650	-.445	.400	-.403	.650	-.405	.650	-.349	
		.700	-.666	.450	-.408	.700	-.338	.700	-.306	
		.750	-.929	.500	-.441	.750	-.282			
		.850	-.555	.550	-.450	.850	-.118			
		.950	-.173	.600	-.480	.950	.059			
				.650	-.447					
				.700	-.419					
				.800	-.270					
				.900	-.072					
				.950	.034					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.774	.005	.731	.005	.688	.005	.578	.005	.518
	.025	.223	.025	-.103	.025	-.141	.025	-.081	.025	-.177
	.050	-.036	.050	-.294	.050	-.331	.050	-.293	.050	-.331
	.100	-.232	.100	-.396	.100	-.355	.100	-.378	.100	-.329
	.180	-.424	.120	-.387	.180	-.385	.180	-.345	.180	-.322
	.300	-.477	.180	-.401	.400	-.341	.300	-.393	.300	-.314
	.400	-.437	.250	-.398	.500	-.388	.400	-.359	.400	-.319
	.500	-.439	.300	-.463	.600	-.357	.500	-.361	.500	-.324
	.600	-.379	.400	-.418	.650	-.212	.600	-.307	.600	-.263
	.650	-.292	.500	-.438	.700	-.076	.650	-.178	.650	-.182
	.700	-.198	.600	-.370	.750	.043	.700	-.062	.700	-.062
	.750	-.060	.650	-.242	.800	.145				
	.800	.044	.700	-.115	.900	.245				
	.900	.133	.750	.019	.950	.260				
	.950	.130	.800	.104						
			.850	.148						
			.900	.221						
			.950	.235						

ORIGINAL PAGE IS
OF POOR QUALITY

ORIGINAL RECORD
OF FOOT QUALITY

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(b) $M = 0.70$ - Continued

$\alpha = 1.94^\circ$; $C_L = 0.283$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE						WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.702	0.000	.759	0.000	.964	0.000	.964	0.000	.990	0.000	.945
.747	-1.477	.010	-.488	.003	.215	.010	-.440	.010	-.297	.010	-.235
.763	-.574	.030	-.915	.010	-.627	.030	-1.436	.030	-1.380	.030	-1.238
.778	-.333	.050	-1.002	.020	-.951	.050	-1.263	.050	-1.268	.050	-1.009
.794	-.182	.100	-.961	.025	-1.110	.100	-.774	.100	-1.048	.100	-.516
.810	-.087	.180	-.762	.030	-1.253	.180	-.603	.180	-.610	.180	-.481
.825	.012	.300	-.366	.050	-1.290	.300	-.526	.300	-.509	.300	-.424
.841	.066	.350	-.274	.107	-.915	.350	-.501	.350	-.476	.350	-.403
.857	.122	.400	-.200	.120	-.655	.400	-.495	.400	-.465	.400	-.411
.873	.138	.450	-.143	.180	-.559	.450	-.475	.450	-.451	.450	-.364
.888	.158	.500	-.128	.250	-.507	.500	-.472	.500	-.443	.500	-.389
		.550	-.164	.300	-.470	.550	-.457	.550	-.429	.550	-.376
		.600	-.282	.350	-.453	.600	-.455	.600	-.397	.600	-.349
		.650	-.449	.400	-.438	.650	-.411	.650	-.359	.650	-.322
		.700	-.682	.450	-.451	.700	-.346	.700	-.316	.700	-.310
		.750	-.923	.500	-.467	.750	-.284				
		.850	-.544	.550	-.475	.850	-.112				
		.950	-.169	.600	-.490	.950	.057				
				.650	-.461						
				.700	-.430						
				.800	-.270						
				.900	-.071						
				.950	.031						
				0.000	0.000						
						WING LOWER SURFACE					
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.841	.005	.821	.005	.785	.005	.711	.005	.658	.005	.611
.025	.368	.025	.061	.025	.027	.025	.088	.025	-.011	.025	-.011
.050	.067	.050	-.140	.050	-.171	.050	-.146	.050	-.181	.050	-.181
.100	-.161	.100	-.278	.100	-.263	.100	-.262	.100	-.256	.100	-.256
.180	-.350	.120	-.291	.180	-.304	.180	-.270	.180	-.263	.180	-.263
.300	-.415	.180	-.317	.400	-.346	.300	-.332	.300	-.275	.300	-.275
.400	-.390	.250	-.317	.500	-.363	.400	-.316	.400	-.287	.400	-.287
.500	-.411	.300	-.410	.600	-.338	.500	-.334	.500	-.304	.500	-.304
.600	-.359	.400	-.377	.650	-.195	.600	-.286	.600	-.243	.600	-.243
.650	-.269	.500	-.398	.700	-.066	.650	-.167	.650	-.170	.650	-.170
.700	-.182	.600	-.350	.750	.053	.700	-.056	.700	-.054	.700	-.054
.750	-.063	.650	-.227	.800	.150						
.800	.052	.700	-.102	.900	.247						
.900	.144	.750	.026	.950	.259						
.950	.132	.800	.113								
		.850	.161								
		.900	.225								
		.950	.239								

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(b) M = 0.70 - Continued

$\alpha = 2.99^\circ$; $C_L = 0.396$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.704	0.000	.651	0.000	.890	0.000	.908	0.000	.961	0.000	.892
.747	-1.470	.010	-.622	.003	.059	.010	-.637	.010	-.472	.010	-.407
.763	-.561	.030	-1.176	.010	-.823	.030	-1.561	.030	-1.529	.030	-1.392
.778	-.335	.050	-1.235	.020	-1.154	.050	-1.651	.050	-1.631	.050	-1.365
.794	-.182	.100	-1.196	.025	-1.303	.100	-1.497	.100	-1.466	.100	-.944
.810	-.084	.180	-1.157	.030	-1.455	.180	-.563	.180	-.567	.180	-.517
.825	.009	.300	-.394	.050	-1.538	.300	-.554	.300	-.524	.300	-.472
.841	.063	.350	-.301	.100	-1.384	.350	-.529	.350	-.504	.350	-.443
.857	.118	.400	-.221	.120	-1.361	.400	-.513	.400	-.485	.400	-.437
.873	.140	.450	-.165	.180	-.528	.450	-.499	.450	-.472	.450	-.397
.888	.154	.500	-.145	.250	-.538	.500	-.489	.500	-.461	.500	-.410
		.550	-.174	.300	-.500	.550	-.464	.550	-.442	.550	-.389
		.600	-.287	.350	-.481	.600	-.458	.600	-.410	.600	-.361
		.650	-.460	.400	-.475	.650	-.415	.650	-.368	.650	-.338
		.700	-.681	.450	-.467	.700	-.342	.700	-.317	.700	-.315
		.750	-.733	.500	-.487	.750	-.282				
		.850	-.534	.550	-.497	.850	-.115				
		.950	-.162	.600	-.505	.950	.055				
				.650	-.468						
				.700	-.427						
				.800	-.268						
				.900	-.008						
				.950	.034						
				0.000	0.000						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.901	.005	.907
.025	.428	.025	.209
.050	.171	.050	-.009
.100	-.069	.100	-.163
.180	-.280	.120	-.182
.300	-.351	.180	-.229
.400	-.360	.250	-.270
.500	-.382	.300	-.348
.600	-.327	.400	-.335
.650	-.251	.500	-.361
.700	-.163	.600	-.323
.750	-.047	.650	-.205
.800	.066	.700	-.094
.900	.147	.750	.037
.950	.137	.800	.121
		.850	.166
		.900	.227
		.950	.244

X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.871	.005	.829	.005	.871	.005	.829	.005	.773
.025	.208	.025	.254	.025	.208	.025	.254	.025	.124
.050	-.061	.050	-.004	.050	-.061	.050	-.004	.050	-.087
.100	-.121	.100	-.147	.100	-.121	.100	-.147	.100	-.156
.180	-.214	.180	-.185	.180	-.214	.180	-.185	.180	-.200
.400	-.307	.300	-.279	.400	-.307	.300	-.279	.300	-.229
.500	-.324	.400	-.283	.500	-.324	.400	-.283	.400	-.257
.600	-.309	.500	-.301	.600	-.309	.500	-.301	.500	-.277
.650	-.174	.600	-.269	.650	-.174	.600	-.269	.600	-.230
.700	-.051	.650	-.150	.700	-.051	.650	-.150	.650	-.156
.750	.067	.700	-.046	.750	.067	.700	-.046	.700	-.044

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(b) $M = 0.70$ - Continued

$\alpha = 3.92^\circ$; $C_L = 0.500$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.706	0.000	.575	0.000	-.816	0.000	-.862	0.000	-.848	
.747	-1.464	.010	-.778	.003	-.088	.010	-.738	.010	-.562	
.763	-.543	.030	-1.343	.010	-.969	.030	-1.706	.030	-1.548	
.778	-.332	.050	-1.383	.020	-1.302	.050	-1.822	.050	-1.537	
.794	-.186	.100	-1.399	.025	-1.435	.100	-1.671	.100	-1.409	
.810	-.086	.180	-1.347	.030	-1.585	.180	-1.255	.180	-.587	
.825	.010	.300	-.392	.050	-1.716	.300	-.518	.300	-.489	
.841	.066	.350	-.313	.100	-1.610	.350	-.515	.350	-.463	
.857	.123	.400	-.236	.120	-1.576	.400	-.512	.400	-.456	
.873	.136	.450	-.182	.180	-.917	.450	-.503	.450	-.415	
.888	.162	.500	-.162	.250	-.524	.500	-.485	.500	-.426	
		.550	-.198	.300	-.492	.550	-.471	.550	-.417	
		.600	-.308	.350	-.488	.600	-.461	.600	-.380	
		.650	-.477	.400	-.479	.650	-.410	.650	-.350	
		.700	-.699	.450	-.480	.700	-.344	.700	-.333	
		.750	-.935	.500	-.495	.750	-.288			
		.850	-.529	.550	-.502	.850	-.117			
		.950	-.159	.600	-.500	.950	.055			
				.650	-.464					
				.700	-.427					
				.800	-.265					
				.900	-.070					
				.950	.026					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.929	.005	.950	.005	.914	.005	.900	.005	.824
	.025	.510	.025	.333	.025	.310	.025	.354	.025	.250
	.050	.235	.050	.090	.050	.076	.050	.089	.050	.025
	.100	.001	.100	-.068	.100	-.033	.100	-.052	.100	-.079
	.180	-.208	.120	-.104	.180	-.138	.180	-.127	.180	-.146
	.300	-.297	.180	-.157	.400	-.252	.300	-.227	.300	-.186
	.400	-.300	.250		.500	-.283	.400	-.240	.400	-.220
	.500	-.340	.300	-.227	.600	-.286	.500	-.265	.500	-.251
	.600	-.302	.400	-.283	.650	-.154	.600	-.244	.600	-.214
	.650	-.227	.500	-.324	.700	-.035	.650	-.135	.650	-.140
	.700	-.143	.600	-.292	.750	.071	.700	-.051	.700	-.038
	.750	-.039	.650	-.186	.800	.166				
	.800	.077	.700	-.075	.900	.258				
	.850	.161	.750	.053	.950	.269				
	.900	.149	.800	.136						
			.850	.185						
			.900	.242						
			.950	.253						

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(b) $M = 0.70$ - Concluded

$\alpha = 4.93^\circ$; $C_L = 0.606$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.700	0.000	.462	0.000	.747	0.000	.778	0.000	.836	0.000	.746
.747	-1.380	.010	-.944	.003	-.250	.010	-.885	.010	-.748	.010	-.704
.763	-.519	.030	-1.524	.010	-1.125	.030	-1.803	.030	-1.759	.030	-1.664
.778	-.319	.050	-1.484	.020	-1.440	.050	-1.920	.050	-1.892	.050	-1.621
.794	-.174	.100	-1.556	.025	-1.567	.100	-1.811	.100	-1.730	.100	-1.573
.810	-.083	.180	-1.458	.030	-1.724	.180	-1.697	.180	-1.503	.180	-.860
.825	.018	.300	-.435	.050	-1.829	.300	-.585	.300	-.617	.300	-.521
.841	.068	.350	-.339	.100	-1.777	.350	-.497	.350	-.535	.350	-.489
.857	.118	.400	-.256	.120	-1.724	.400	-.480	.400	-.463	.400	-.477
.873	.141	.450	-.206	.180	-1.646	.450	-.477	.450	-.439	.450	-.434
.888	.163	.500	-.185	.250	-.741	.500	-.471	.500	-.427	.500	-.439
		.550	-.217	.300	-.570	.550	-.455	.550	-.413	.550	-.423
		.600	-.322	.350	-.495	.600	-.439	.600	-.379	.600	-.386
		.650	-.488	.400	-.472	.650	-.400	.650	-.348	.650	-.357
		.700	-.693	.450	-.473	.700	-.329	.700	-.292	.700	-.334
		.750	-.914	.500	-.483	.750	-.277				
		.850	-.514	.550	-.485	.850	-.116				
		.950	-.170	.600	-.490	.950	.043				
				.650	-.448						
				.700	-.401						
				.800	-.255						
				.900	-.075						
				.950	.018						
				0.000	0.000						
WING LOWER SURFACE											
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
	.005	.953	.005	.962	.005	.954	.005	.939	.005	.871	
	.025	.583	.025	.458	.025	.421	.025	.467	.025	.360	
	.050	.293	.050	.196	.050	.161	.050	.216	.050	.110	
	.100	.046	.100	.018	.100	.051	.100	.036	.100	-.020	
	.180	-.160	.120	-.035	.180	-.075	.180	-.073	.180	-.091	
	.300	-.261	.180	-.084	.400	-.206	.300	-.165	.300	-.155	
	.400	-.269	.250	-.145	.500	-.247	.400	-.204	.400	-.186	
	.500	-.309	.300	-.234	.600	-.261	.500	-.238	.500	-.226	
	.600	-.281	.400	-.248	.650	-.138	.600	-.229	.600	-.197	
	.650	-.215	.500	-.287	.700	-.025	.650	-.121	.650	-.130	
	.700	-.132	.600	-.269	.750	.081	.700	-.025	.700	-.032	
	.750	-.029	.650	-.168	.800	.177					
	.800	.087	.700	-.065	.900	.264					
	.900	.152	.750	.056	.950	.269					
	.950	.152	.800	.144							
			.850	.179							
			.900	.238							
			.950	.250							

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(c) $M = 0.75$

$\alpha = -1.08^\circ$; $C_L = -0.056$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.543	0.000	1.064	0.000	1.003	0.000	.972	0.000	.935
.747	-1.256	.010	.140	.003	.729	.010	.316	.010	.354
.763	-.824	.030	-.286	.010	.079	.030	-.465	.030	-.433
.778	-.367	.050	-.391	.020	-.189	.050	-.462	.050	-.433
.794	-.179	.100	-.426	.025	-.314	.100	-.435	.100	-.359
.810	-.082	.180	-.448	.030	-.379	.180	-.414	.180	-.297
.825	.008	.300	-.194	.050	-.434	.300	-.378	.300	-.319
.841	.068	.350	-.132	.100	-.399	.350	-.341	.350	-.288
.857	.118	.400	-.065	.120	-.377	.400	-.363	.400	-.319
.873	.142	.450	-.017	.180	-.311	.450	-.377	.450	-.283
.888	.165	.500	-.002	.250	-.308	.500	-.385	.500	-.324
		.550	-.042	.300	-.310	.550	-.392	.550	-.329
		.600	-.153	.350	-.295	.600	-.376	.600	-.307
		.650	-.316	.400	-.303	.650	-.346	.650	-.287
		.700	-.532	.450	-.329	.700	-.298	.700	-.279
		.750	-.786	.500	-.377	.750	-.284		
		.850	-1.072	.550	-.422	.850	-.110		
		.950	-.212	.600	-.467	.950	.076		
				.650	-.465				
				.700	-.443				
				.800	-.280				
				.900	-.067				
				.950	.044				
				0.000	0.000				
		WING LOWER SURFACE							
		X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.593	.005	.516	.005	.387	.005	.175
		.025	.081	.025	-.506	.025	-.582	.025	-.680
		.050	-.191	.050	-.632	.050	.797	.050	-.791
		.100	-.403	.100	-.746	.100	-.708	.100	-.615
		.180	-.619	.120	-.724	.180	-.663	.160	-.611
		.300	-.704	.180	-.655	.400	-.553	.300	-.584
		.400	-.601	.250	-.645	.500	-.507	.400	-.509
		.500	-.582	.300	-.719	.600	-.424	.500	-.467
		.600	-.462	.400	-.609	.650	-.235	.600	-.359
		.650	-.339	.500	-.575	.700	-.087	.650	-.205
		.700	-.228	.600	-.439	.750	.044	.700	-.069
		.750	-.095	.650	-.276	.800	.147		
		.800	.030	.700	-.123	.900	.246		
		.900	.119	.750	.011	.950	.266		
		.950	.113	.800	.101				
				.850	.150				
				.900	.222				
				.950	.247				

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(c) M = 0.75 - Continued

$\alpha = -0.06^\circ$; $C_L = 0.061$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.553	0.000	.981	0.000	1.033	0.000	1.018	0.000	1.008
.747	-1.251	.010	.049	.003	.574	.010	.006	.010	.140
.763	-.799	.030	-.483	.010	-.101	.030	-.193	.030	-.714
.778	-.359	.050	-.542	.020	-.410	.050	-.662	.050	-.689
.794	-.181	.100	-.598	.025	-.581	.100	-.553	.100	-.577
.810	-.080	.180	-.556	.030	-.566	.180	-.473	.180	-.491
.825	.006	.300	-.246	.050	-.716	.300	-.438	.300	-.442
.841	.066	.350	-.172	.100	-.598	.350	-.418	.350	-.406
.857	.115	.400	-.101	.120	-.516	.400	-.425	.400	-.408
.873	.137	.450	-.055	.180	-.409	.450	-.446	.450	-.413
.888	.160	.500	-.030	.250	-.382	.500	-.443	.500	-.423
		.550	-.062	.300	-.356	.550	-.448	.550	-.423
		.600	-.169	.350	-.349	.600	-.456	.600	-.400
		.650	-.333	.400	-.358	.650	-.422	.650	-.368
		.700	-.552	.450	-.379	.700	-.348	.700	-.316
		.750	-.794	.500	-.424	.750	-.291		
		.850	-1.030	.550	-.452	.850	-.115		
		.950	-.215	.600	-.515	.950	.074		
				.650	-.500				
				.700	-.471				
				.800	-.288				
				.900	-.065				
				.950	.042				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.712	.005	.624	.005	.559	.005	.420	.005	.388
.025	.148	.025	-.260	.025	-.350	.025	-.279	.025	-.420
.050	-.081	.050	-.470	.050	-.582	.050	-.545	.050	-.541
.100	-.316	.100	-.569	.100	-.544	.100	-.584	.100	-.490
.180	-.525	.120	-.551	.180	-.550	.180	-.517	.180	-.431
.300	-.598	.180	-.557	.400	-.501	.300	-.513	.300	-.393
.400	-.541	.250	-.525	.500	-.467	.400	-.451	.400	-.392
.500	-.527	.300	-.596	.600	-.408	.500	-.435	.500	-.386
.600	-.438	.400	-.544	.650	-.224	.600	-.341	.600	-.302
.650	-.324	.500	-.534	.700	-.078	.650	-.194	.650	-.196
.700	-.217	.600	-.421	.750	.048	.700	-.064	.700	-.061
.750	-.086	.650	-.265	.800	.149				
.800	.037	.700	-.119	.900	.255				
.900	.130	.750	.016	.950	.269				
.950	.114	.800	.105						
		.850	.156						
		.900	.224						
		.950	.250						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(c) $M = 0.75$ - Continued

$\alpha = 0.95^\circ$; $C_L = 0.172$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.530	0.000	.895	0.000	1.009	0.000	1.019	0.000	.968
.747	-1.244	.010	-.196	.003	.458	.010	-.008	.010	.020
.763	-.825	.030	-.638	.010	-.312	.030	-.999	.030	-.884
.778	-.361	.050	-.702	.020	-.596	.050	-1.044	.050	-.914
.794	-.179	.100	-.780	.025	-.734	.100	-.766	.100	-.612
.810	-.076	.180	-.761	.030	-.905	.180	-.537	.180	-.568
.825	.011	.300	-.296	.050	-.970	.300	-.504	.300	-.497
.841	.068	.350	-.209	.100	-.741	.350	-.482	.350	-.448
.857	.112	.400	-.132	.120	-.696	.400	-.478	.400	-.452
.873	.137	.450	-.078	.180	-.450	.450	-.482	.450	-.455
.888	.158	.500	-.054	.250	-.446	.500	-.483	.500	-.447
		.550	-.079	.300	-.424	.550	-.473	.550	-.440
		.600	-.181	.350	-.402	.600	-.478	.600	-.411
		.650	-.343	.400	-.396	.650	-.435	.650	-.370
		.700	-.552	.450	-.415	.700	-.357	.700	-.319
		.750	-.803	.500	-.453	.750	-.290		
		.850	-.933	.550	-.479	.850	-.108		
		.950	-.214	.600	-.530	.950	.073		
				.650	-.511				
				.700	-.469				
				.800	-.283				
				.900	-.065				
				.950	.046				
				0.000	0.000				

WING LOWER SURFACE	
X/C	CP
.005	.799
.025	.284
.050	-.002
.100	-.245
.180	-.441
.300	-.523
.400	-.504
.500	-.503
.600	-.420
.650	-.314
.700	-.210
.750	-.079
.800	.040
.900	.133
.950	.115

X/C	CP
.005	.745
.025	-.102
.050	-.296
.100	-.440
.120	-.452
.180	-.441
.250	-.443
.300	-.536
.400	-.495
.500	-.493
.600	-.403
.650	-.257
.700	-.117
.750	.023
.800	.111
.850	.155
.900	.222
.950	.244

X/C	CP
.005	.698
.025	-.150
.050	-.379
.100	-.389
.180	-.436
.400	-.459
.500	-.445
.600	-.394
.650	-.221
.700	-.081
.750	.048
.800	.151
.900	.253
.950	.266

X/C	CP
.005	.573
.025	-.098
.050	-.346
.100	-.441
.180	-.413
.300	-.448
.400	-.408
.500	-.410
.600	-.335
.650	-.187
.700	-.061

X/C	CP
.005	.543
.025	-.211
.050	-.404
.100	-.365
.180	-.362
.300	-.348
.400	-.362
.500	-.365
.600	-.287
.650	-.190
.700	-.061

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(c) $M = 0.75$ - Continued

$\alpha = 1.96^\circ$; $C_L = 0.287$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.544	0.000	.849	0.000	.988	0.000	.995	0.000	1.008
.747	-1.258	.010	-.333	.003	.300	.010	-.286	.010	-.156
.763	-.822	.030	-.817	.010	-.463	.030	-1.208	.030	-1.164
.778	-.364	.050	-.918	.020	-.781	.050	-1.292	.050	-1.274
.794	-.176	.100	-.938	.025	-.925	.100	-1.204	.100	-1.200
.810	-.081	.180	-1.021	.030	-1.077	.180	-1.028	.180	-1.029
.825	.008	.300	-.291	.050	-1.184	.300	-.525	.300	-.458
.841	.064	.350	-.221	.100	-1.165	.350	-.492	.350	-.472
.857	.117	.400	-.150	.120	-1.058	.400	-.505	.400	-.474
.873	.138	.450	-.093	.180	-.731	.450	-.505	.450	-.467
.888	.164	.500	-.066	.250	-.438	.500	-.501	.500	-.462
		.550	-.092	.300	-.441	.550	-.487	.550	-.453
		.600	-.192	.350	-.427	.600	-.484	.600	-.424
		.650	-.351	.400	-.425	.650	-.439	.650	-.377
		.700	-.567	.450	-.435	.700	-.354	.700	-.322
		.750	-.814	.500	-.475	.750	-.291		
		.850	-.965	.550	-.504	.850	-.107		
		.950	-.189	.600	-.554	.950	.074		
				.650	-.524				
				.700	-.476				
				.800	-.282				
				.900	-.062				
				.950	.044				
				0.000	0.000				
WING LOWER SURFACE									
		X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.839	.005	.822	.005	.768	.005	.696
		.025	.371	.025	.069	.025	.003	.025	.059
		.050	.085	.050	-.173	.050	-.210	.050	-.187
		.100	-.142	.100	-.311	.100	-.262	.100	-.302
		.180	-.361	.120	-.324	.180	-.339	.180	-.303
		.300	-.458	.180	-.350	.400	-.406	.300	-.378
		.400	-.447	.250	-.368	.500	-.395	.400	-.363
		.500	-.453	.300	-.451	.600	-.368	.500	-.373
		.600	-.394	.400	-.435	.650	-.202	.600	-.315
		.650	-.294	.500	-.457	.700	-.063	.650	-.175
		.700	-.194	.600	-.382	.750	.060	.700	-.052
		.750	-.067	.650	-.241	.800	.160		
		.800	.056	.700	-.104	.900	.260		
		.900	.138	.750	.031	.950	.271		
		.950	.126	.800	.118				
				.850	.166				
				.900	.229				
				.950	.249				

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(c) M = 0.75 - Continued

$$\alpha = 2.95^\circ; C_L = 0.412$$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.555	0.000	-.722	0.000	-.942	0.000	-.953	0.000	-.988	0.000	-.926
.747	-1.273	.010	-.494	.003	-.191	.010	-.438	.010	-.292	.010	-.263
.763	-.820	.030	-.995	.010	-.595	.030	-1.323	.030	-1.269	.030	-1.208
.778	-.371	.050	-1.044	.020	-.914	.050	-1.424	.050	-1.391	.050	-1.386
.794	-.176	.100	-1.049	.025	-1.070	.100	-1.369	.100	-1.380	.100	-1.236
.810	-.079	.180	-1.224	.030	-1.202	.180	-1.265	.180	-1.238	.180	-.934
.825	.003	.300	-.366	.050	-1.326	.300	-.439	.300	-.460	.300	-.434
.841	.067	.350	-.217	.100	-1.317	.350	-.410	.350	-.365	.350	-.430
.857	.116	.400	-.156	.120	-1.313	.400	-.440	.400	-.394	.400	-.439
.873	.138	.450	-.102	.180	-1.210	.450	-.463	.450	-.416	.450	-.403
.888	.164	.500	-.082	.250	-.563	.500	-.485	.500	-.441	.500	-.423
		.550	-.108	.300	-.377	.550	-.471	.550	-.437	.550	-.411
		.600	-.213	.350	-.395	.600	-.471	.600	-.411	.600	-.384
		.650	-.368	.400	-.412	.650	-.436	.650	-.370	.650	-.353
		.700	-.579	.450	-.436	.700	-.358	.700	-.320	.700	-.330
		.750	-.828	.500	-.472	.750	-.296				
		.850	-1.017	.550	-.504	.850	-.114				
		.950	-.186	.600	-.551	.950	.069				
				.650	-.530						
				.700	-.480						
				.800	-.285						
				.900	-.064						
				.950	.041						
				0.000	0.000						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	-.918	.005	-.887
.025	.454	.025	.195
.050	.173	.050	-.049
.100	-.068	.100	-.198
.180	-.298	.120	-.208
.300	-.385	.180	-.264
.400	-.385	.250	-.292
.500	-.423	.300	-.393
.600	-.363	.400	-.376
.650	-.259	.500	-.407
.700	-.181	.600	-.353
.750	-.047	.650	-.219
.800	.069	.700	-.087
.900	.156	.750	.045
.950	.142	.800	.135
		.850	.177
		.900	.245
		.950	.261

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.798	.005	.865	.005	.798	.005	.746
.025	.213	.025	.177	.025	.213	.025	.098
.050	-.058	.050	-.082	.050	-.058	.050	-.117
.100	-.196	.100	-.157	.100	-.196	.100	-.192
.180	-.223	.180	-.251	.180	-.223	.180	-.238
.300	-.319	.400	-.334	.300	-.319	.300	-.260
.400	-.315	.500	-.364	.400	-.315	.400	-.279
.500	-.338	.600	-.338	.500	-.338	.500	-.306
.600	-.293	.650	-.176	.600	-.293	.600	-.247
.650	-.156	.700	-.053	.650	-.156	.650	-.158
.700	-.039	.750	.074	.700	-.039	.700	-.045
		.800	.173				
		.900	.272				
		.950	.282				

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(c) $M = 0.75$ - Continued

$\alpha = 3.96^\circ$; $C_L = 0.536$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.577	0.000	.646	0.000	.879	0.000	.907	0.000	.889
.747	-1.297	.010	-.605	.003	.075	.010	-.546	.010	-.384
.763	-.786	.030	-1.180	.010	-.734	.030	-1.437	.030	-1.311
.778	-.335	.050	-1.158	.020	-1.047	.050	-1.515	.050	-1.475
.794	-.165	.100	-1.229	.025	-1.178	.100	-1.493	.100	-1.440
.810	-.071	.180	-1.337	.030	-1.343	.180	-1.434	.180	-1.264
.825	.016	.300	-.683	.050	-1.465	.300	-1.294	.300	-.402
.841	.069	.350	-.366	.100	-1.487	.350	-.853	.350	-.403
.857	.125	.400	-.193	.120	-1.466	.400	-.357	.400	-.434
.873	.147	.450	-.135	.180	-1.364	.450	-.346	.450	-.394
.888	.170	.500	-.107	.250	-1.273	.500	-.377	.500	-.423
		.550	-.133	.300	-.714	.550	-.412	.550	-.418
		.600	-.233	.350	-.432	.600	-.423	.600	-.394
		.650	-.385	.400	-.380	.650	-.399	.650	-.329
		.700	-.594	.450	-.405	.700	-.324	.700	-.337
		.750	-.835	.500	-.452	.750	-.273		
		.850	-.710	.550	-.478	.850	-.108		
		.950	-.181	.600	-.525	.950	.069		
				.650	-.495				
				.700	-.449				
				.800	-.275				
				.900	-.063				
				.950	.040				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.947	.005	.953	.005	.923	.005	.883	.005	.807
.025	.526	.025	.313	.025	.297	.025	.337	.025	.219
.050	.262	.050	.073	.050	.056	.050	.060	.050	-.017
.100	-.005	.100	-.088	.100	-.068	.100	-.087	.100	-.127
.180	-.219	.120	-.124	.180	-.167	.180	-.155	.180	-.177
.300	-.325	.180	-.164	.400	-.289	.300	-.242	.300	-.211
.400	-.334	.250	-.212	.500	-.307	.400	-.267	.400	-.250
.500	-.363	.300	-.307	.600	-.311	.500	-.295	.500	-.270
.600	-.332	.400	-.312	.650	-.151	.600	-.261	.600	-.231
.650	-.230	.500	-.359	.700	-.032	.650	-.139	.650	-.142
.700	-.150	.600	-.321	.750	.079	.700	-.028	.700	-.033
.750	-.038	.650	-.191	.800	.185				
.800	.082	.700	-.065	.900	.281				
.900	.168	.750	.060	.950	.289				
.950	.154	.800	.146						
		.850	.195						
		.900	.250						
		.950	.265						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(c) $M = 0.75$ - Concluded

$\alpha = 4.98^\circ$; $C_L = 0.855$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.639	0.000	.566	0.000	.812	0.000	.898	0.000	.820	
.747	-1.351	.010	-.766	.003	-.053	.010	-.655	.010	-.495	
.763	-.639	.030	-1.312	.010	-.870	.030	-1.518	.030	-1.411	
.778	-.306	.050	-1.304	.020	-1.177	.050	-1.624	.050	-1.579	
.794	-.160	.100	-1.360	.025	-1.292	.100	-1.593	.100	-1.562	
.810	-.073	.180	-1.453	.030	-1.433	.180	-1.533	.180	-1.371	
.825	.016	.300	-.757	.050	-1.555	.300	-1.429	.300	-.958	
.841	.072	.350	-.517	.100	-1.590	.350	-1.360	.350	-.400	
.857	.127	.400	-.385	.120	-1.575	.400	-.865	.400	-.406	
.873	.147	.450	-.302	.180	-1.500	.450	-.516	.450	-.389	
.888	.174	.500	-.237	.250	-1.433	.500	-.356	.500	-.289	
		.550	-.224	.300	-1.322	.550	-.333	.550	-.419	
		.600	-.291	.350	-.846	.600	-.329	.600	-.385	
		.650	-.421	.400	-.584	.650	-.309	.650	-.365	
		.700	-.620	.450	-.460	.700	-.272	.700	-.347	
		.750	-.838	.500	-.437	.750	-.234			
		.850	-.518	.550	-.432	.850	-.087			
		.950	-.177	.600	-.450	.950	.070			
				.650	-.418					
				.700	-.384					
				.800	-.246					
				.900	-.059					
				.950	.033					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.972	.005	.976	.005	.958	.005	.926	.005	.864
	.025	.598	.025	.417	.025	.407	.025	.427	.025	.304
	.050	.322	.050	.170	.050	.158	.050	.182	.050	.080
	.100	.062	.100	.003	.100	.026	.100	.012	.100	-.061
	.180	-.160	.120	-.045	.180	-.098	.180	-.088	.180	-.131
	.300	-.270	.180	-.109	.400	-.236	.300	-.211	.300	-.192
	.400	-.283	.250	-.160	.500	-.275	.400	-.237	.400	-.222
	.500	-.339	.300	-.255	.600	-.285	.500	-.268	.500	-.248
	.600	-.302	.400	-.266	.650	-.142	.600	-.246	.600	-.216
	.650	-.224	.500	-.327	.700	-.025	.650	-.129	.650	-.137
	.700	-.139	.600	-.292	.750	.090	.700	-.024	.700	-.034
	.750	-.028	.650	-.178	.800	.189				
	.800	.095	.700	-.060	.900	.282				
	.900	.172	.750	.070	.950	.289				
	.950	.153	.800	.158						
			.850	.197						
			.900	.257						
			.950	.270						

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(d) $M = 0.775$

$\alpha = -1.05^\circ$; $C_L = -0.067$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.480	0.000	1.072	0.000	1.038	0.000	1.014	0.000	.975	
.747	-1.149	.010	.201	.003	.728	.010	.182	.010	.298	
.763	-.812	.030	-.286	.010	.099	.030	-.528	.030	-.450	
.778	-.376	.050	-.355	.020	-.162	.050	-.467	.050	-.465	
.794	-.185	.100	-.436	.025	-.272	.100	-.428	.100	-.439	
.810	-.078	.180	-.446	.030	-.378	.180	-.371	.180	-.436	
.825	.013	.300	-.187	.050	-.492	.300	-.399	.300	-.405	
.841	.064	.350	-.123	.100	-.449	.350	-.377	.350	-.361	
.857	.112	.400	-.057	.120	-.353	.400	-.400	.400	-.392	
.873	.142	.450	-.002	.180	-.329	.450	-.415	.450	-.401	
.888	.163	.500	.020	.250	-.321	.500	-.427	.500	-.411	
		.550	-.015	.300	-.310	.550	-.446	.550	-.420	
		.600	-.118	.350	-.289	.600	-.462	.600	-.403	
		.650	-.270	.400	-.300	.650	-.432	.650	-.361	
		.700	-.481	.450	-.329	.700	-.348	.700	-.316	
		.750	-.726	.500	-.381	.750	-.292			
		.850	-1.096	.550	-.427	.850	-.108			
		.950	-.264	.600	-.498	.950	.081			
				.650	-.517					
				.700	-.496					
				.800	-.288					
				.900	-.059					
				.950	.054					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.609	.005	.531	.005	.456	.005	.233	.005	.195
	.025	.072	.025	-.454	.025	-.506	.025	-.449	.025	-.651
	.050	-.156	.050	-.610	.050	-.822	.050	-.744	.050	-.798
	.100	-.399	.100	-.756	.100	-.780	.100	-.854	.100	-.700
	.180	-.636	.120	-.775	.180	-.704	.180	-.771	.180	-.520
	.300	-.745	.180	-.750	.400	-.577	.300	-.611	.300	-.450
	.400	-.655	.250	-.684	.500	-.548	.400	-.519	.400	-.465
	.500	-.623	.300	-.721	.600	-.423	.500	-.490	.500	-.444
	.600	-.479	.400	-.653	.650	-.227	.600	-.363	.600	-.315
	.650	-.346	.500	-.632	.700	-.080	.650	-.200	.650	-.206
	.700	-.231	.600	-.438	.750	.048	.700	-.065	.700	-.064
	.750	-.096	.650	-.270	.800	.148				
	.800	.019	.700	-.126	.900	.253				
	.900	.113	.750	.017	.950	.254				
	.950	.094	.800	.100						
			.850	.152						
			.900	.220						
			.950	.248						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(d) $M = 0.775$ - Continued

$\alpha = -0.05^\circ$; $C_L = 0.051$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.465	0.000	1.016	0.000	1.042	0.000	1.031	0.000	1.005
.747	-1.157	.010	.055	.003	.605	.010	.050	.010	.173
.763	-.858	.030	-.446	.010	-.133	.030	-.831	.030	-.732
.778	-.372	.050	-.524	.020	-.365	.050	-.651	.050	-.766
.794	-.179	.100	-.611	.025	-.523	.100	-.578	.100	-.594
.810	-.070	.180	-.601	.030	-.578	.180	-.476	.180	-.529
.825	.010	.300	-.238	.050	-.724	.300	-.466	.300	-.462
.841	.071	.350	-.159	.100	-.571	.350	-.427	.350	-.416
.857	.113	.400	-.087	.120	-.556	.400	-.448	.400	-.430
.873	.141	.450	-.025	.180	-.431	.450	-.457	.450	-.437
.888	.166	.500	.000	.250	-.373	.500	-.470	.500	-.442
		.550	-.024	.300	-.355	.550	-.478	.550	-.446
		.600	-.126	.350	-.339	.600	-.492	.600	-.423
		.650	-.284	.400	-.349	.650	-.450	.650	-.380
		.700	-.488	.450	-.371	.700	-.362	.700	-.326
		.750	-.727	.500	-.414	.750	-.299		
		.850	-1.041	.550	-.463	.850	-.108		
		.950	-.266	.600	-.532	.950	.082		
				.650	-.546				
				.700	-.529				
				.800	-.289				
				.900	-.058				
				.950	.056				
				0.000	0.000				
WING LOWER SURFACE									
	X/C	CP		X/C	CP		X/C	CP	
	.005	.713		.005	.658		.005	.404	
	.025	.177		.025	-.259		.025	-.278	
	.050	-.078		.050	-.410		.050	-.564	
	.100	-.309		.100	-.588		.100	-.587	
	.180	-.531		.120	-.591		.180	-.554	
	.300	-.682		.180	-.582		.300	-.558	
	.400	-.582		.250	-.566		.400	-.493	
	.500	-.596		.300	-.685		.500	-.467	
	.600	-.464		.400	-.606		.600	-.352	
	.650	-.340		.500	-.586		.650	-.190	
	.700	-.223		.600	-.431		.700	-.055	
	.750	-.093		.650	-.263				
	.800	.031		.700	-.117				
	.900	.121		.750	.021				
	.950	.100		.800	.110				
				.850	.152				
				.900	.226				
				.950	.250				

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(d) M = 0.775 - Continued

$\alpha = 0.16^\circ$; $C_L = 0.102$

		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913					
FUSELAGE				WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
.731	-.470	0.000	.934	0.000	1.033	0.000	1.020	0.000	.974		
.747	-1.153	.010	-.089	.003	-.486	.010	-.097	.010	.032		
.763	-.897	.030	-.634	.010	-.247	.030	-1.006	.030	-.860		
.778	-.386	.050	-.671	.020	-.548	.050	-1.028	.050	-.933		
.794	-.178	.100	-.734	.025	-.697	.100	-.831	.100	-.731		
.810	-.075	.180	-.833	.030	-.829	.180	-.513	.180	-.413		
.825	.012	.300	-.261	.050	-.947	.300	-.509	.300	-.424		
.841	.073	.350	-.182	.100	-.887	.350	-.490	.350	-.480		
.857	.120	.400	-.106	.120	-.858	.400	-.480	.400	-.478		
.873	.143	.450	-.043	.180	-.406	.450	-.492	.450	-.470		
.888	.165	.500	-.016	.250	-.419	.500	-.497	.500	-.465		
		.550	-.044	.300	-.402	.550	-.502	.550	-.460		
		.600	-.143	.350	-.386	.600	-.510	.600	-.432		
		.650	-.291	.400	-.382	.650	-.445	.650	-.378		
		.700	-.503	.450	-.403	.700	-.356	.700	-.326		
		.750	-.736	.500	-.445	.750	-.290				
		.850	-.993	.550	-.484	.850	-.098				
		.950	-.256	.600	-.545	.950	.083				
				.650	-.563						
				.700	-.527						
				.800	-.285						
				.900	-.050						
				.950	.054						
				0.000	0.000						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.005	.803		.005	.744		.005	.680		.005	.551
	.025	.267		.025	-.099		.025	-.158		.025	-.099
	.050	.033		.050	-.303		.050	-.369		.050	-.357
	.100	-.240		.100	-.438		.100	-.430		.100	-.481
	.180	-.456		.120	-.459		.180	-.477		.180	-.431
	.300	-.577		.180	-.474		.300	-.505		.300	-.495
	.400	-.543		.250	-.467		.400	-.480		.400	-.448
	.500	-.546		.300	-.579		.500	-.408		.500	-.436
	.600	-.440		.400	-.529		.600	-.220		.600	-.344
	.650	-.322		.500	-.542		.700	-.074		.650	-.184
	.700	-.216		.600	-.422		.750	.054		.700	-.054
	.750	-.078		.650	-.255		.800	.157			
	.800	.040		.700	-.112		.900	.258			
	.900	.130		.750	.026		.950	.270			
	.950	.105		.800	.117						
				.850	.159						
				.900	.228						
				.950	.250						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(d) $M = 0.775$ - Continued

$\alpha = 1.95^\circ$; $C_L = 0.292$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.469	0.000	.856	0.000	1.004	0.000	1.018	0.000	.965	
.747	-1.155	.010	-.270	.003	.365	.010	-.090	.010	-.077	
.763	-.910	.030	-.774	.010	-.395	.030	-1.056	.030	-.981	
.778	-.392	.050	-.839	.020	-.720	.050	-1.191	.050	-1.166	
.794	-.104	.100	-.878	.025	-.833	.100	-1.139	.100	-1.076	
.810	-.072	.180	-1.024	.030	-.980	.180	-1.030	.180	-.621	
.825	.014	.300	-.241	.050	-1.075	.300	-.353	.300	-.427	
.841	.047	.350	-.176	.100	-1.110	.350	-.346	.350	-.412	
.857	.123	.400	-.117	.120	-1.153	.400	-.349	.400	-.423	
.873	.144	.450	-.061	.180	-.994	.450	-.429	.450	-.393	
.888	.165	.500	-.032	.250	-.328	.500	-.465	.500	-.418	
		.550	-.060	.300	-.356	.550	-.459	.550	-.411	
		.600	-.154	.350	-.367	.600	-.427	.600	-.383	
		.650	-.303	.400	-.386	.650	-.385	.650	-.350	
		.700	-.507	.450	-.412	.700	-.333	.700	-.331	
		.750	-.748	.500	-.459					
		.850	-1.111	.550	-.492	.850	-.102			
		.950	-.232	.600	-.570	.950	.078			
				.650	-.576					
				.700	-.545					
				.800	-.290					
				.900	-.055					
				.950	.048					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.862	.005	.827	.005	.786	.005	.690	.005	.639
	.025	.379	.025	.053	.025	.030	.025	.060	.025	-.051
	.050	.106	.050	-.159	.050	-.244	.050	-.198	.050	-.275
	.100	-.153	.100	-.300	.100	-.314	.100	-.312	.100	-.318
	.180	-.362	.120	-.339	.180	-.351	.180	-.350	.180	-.309
	.300	-.488	.180	-.374	.400	-.440	.300	-.419	.300	-.327
	.400	-.481	.250	-.396	.500	-.427	.400	-.393	.400	-.346
	.500	-.493	.300	-.493	.600	-.381	.500	-.403	.500	-.350
	.600	-.414	.400	-.443	.650	-.203	.600	-.314	.600	-.273
	.650	-.303	.500	-.496	.700	-.064	.650	-.173	.650	-.177
	.700	-.198	.600	-.404	.750	.068	.700	-.047	.700	-.051
	.750	-.070	.650	-.241	.800	.167				
	.800	.052	.700	-.099	.900	.268				
	.900	.137	.750	.034	.950	.280				
	.950	.124	.800	.122						
			.850	.173						
			.900	.239						
			.950	.258						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(d) $M = 0.775$ - Continued

$\alpha = 2.95^\circ$; $C_L = 0.425$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.479	0.000	.770	0.000	-.975	0.000	.969	0.000	1.005
.747	-1.185	.010	-.431	.003	-.255	.010	-.365	.010	-.216
.763	-.896	.030	-.951	.010	-.528	.030	-1.228	.030	-1.166
.778	-.390	.050	-.965	.020	-.816	.050	-1.305	.050	-1.306
.794	-.189	.100	-1.006	.025	-.957	.100	-1.304	.100	-1.260
.810	-.084	.180	-1.159	.030	-1.113	.180	-1.216	.180	-1.265
.825	.007	.300	-.625	.050	-1.228	.300	-1.110	.300	-1.133
.841	.064	.350	-.278	.100	-1.246	.350	-1.055	.350	-1.076
.857	.118	.400	-.132	.120	-1.260	.400	-.387	.400	-.560
.873	.144	.450	-.080	.180	-1.201	.450	-.328	.450	-.275
.888	.172	.500	-.054	.250	-1.122	.500	-.380	.500	-.290
		.550	-.077	.300	-.923	.550	-.441	.550	-.356
		.600	-.169	.350	-.345	.600	-.455	.600	-.352
		.650	-.319	.400	-.339	.650	-.427	.650	-.349
		.700	-.519	.450	-.376	.700	-.351	.700	-.298
		.750	-.757	.500	-.432	.750	-.293		
		.850	-1.135	.550	-.486	.850	-.107		
		.950	-.228	.600	-.558	.950	.080		
				.650	-.557				
				.700	-.534				
				.800	-.293				
				.900	-.056				
				.950	.049				
				0.000	0.000				
WING LOWER SURFACE									
		X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.909	.005	.887	.005	.845	.005	.777
		.025	.465	.025	.187	.025	.169	.025	.194
		.050	.184	.050	-.029	.050	-.074	.050	-.047
		.100	-.069	.100	-.208	.100	-.181	.100	-.203
		.180	-.253	.120	-.226	.180	-.248	.180	-.252
		.300	-.407	.180	-.265	.400	-.367	.300	-.334
		.400	-.409	.250	-.306	.500	-.379	.400	-.346
		.500	-.447	.300	-.416	.600	-.358	.500	-.363
		.600	-.390	.400	-.393	.650	-.184	.600	-.299
		.650	-.277	.500	-.437	.700	-.048	.650	-.157
		.700	-.181	.600	-.364	.750	.075	.700	-.030
		.750	-.056	.650	-.219	.800	.179		
		.800	.072	.700	-.085	.900	.283		
		.900	.158	.750	.049	.950	.291		
		.950	.136	.800	.140				
				.850	.184				
				.900	.245				
				.950	.266				

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(d) $M = 0.775$ - Continued

$\alpha = 3.92^\circ$; $C_L = 0.551$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE						WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.523	0.000	.672	0.000	.908	0.000	.939	0.000	.972	0.000	.903
.747	-1.227	.010	-.508	.003	.140	.010	-.425	.010	-.320	.010	-.298
.763	-.838	.030	-1.056	.010	-.635	.030	-1.289	.030	-1.248	.030	-1.195
.778	-.358	.050	-1.092	.020	-.932	.050	-1.396	.050	-1.387	.050	-1.361
.794	-.168	.100	-1.161	.025	-1.060	.100	-1.384	.100	-1.377	.100	-1.356
.810	-.077	.180	-1.259	.030	-1.201	.180	-1.341	.180	-1.354	.180	-1.207
.825	.015	.300	-.962	.050	-1.356	.300	-1.296	.300	-1.327	.300	-1.008
.841	.070	.350	-.492	.100	-1.358	.350	-1.250	.350	-1.271	.350	-.669
.857	.127	.400	-.283	.120	-1.368	.400	-1.260	.400	-1.251	.400	-.362
.873	.148	.450	-.137	.180	-1.318	.450	-.517	.450	-.683	.450	-.342
.888	.178	.500	-.107	.250	-1.274	.500	-.357	.500	-.376	.500	-.384
		.550	-.125	.300	-1.216	.550	-.302	.550	-.271	.550	-.387
		.600	-.207	.350	-1.123	.600	-.315	.600	-.250	.600	-.371
		.650	-.344	.400	-.492	.650	-.333	.650	-.252	.650	-.348
		.700	-.546	.450	-.370	.700	-.275	.700	-.232	.700	-.331
		.750	-.767	.500	-.399	.750	-.257				
		.850	-.739	.550	-.437	.850	-.089				
		.950	-.213	.600	-.493	.950	.082				
				.650	-.492						
				.700	-.472						
				.800	-.268						
				.900	-.055						
				.950	.050						
				0.000	0.000						
						WING LOWER SURFACE					
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.956	.005	.938	.005	.897	.005	.859	.005	.784	.005	.784
.025	.521	.025	.305	.025	.251	.025	.308	.025	.185	.025	.185
.050	.250	.050	.066	.050	.013	.050	.056	.050	-.047	.050	-.047
.100	.004	.100	-.098	.100	-.096	.100	-.108	.100	-.156	.100	-.156
.180	-.223	.120	-.132	.180	-.185	.180	-.177	.180	-.205	.180	-.205
.300	-.342	.180	-.194	.400	-.313	.300	-.288	.300	-.238	.300	-.238
.400	-.354	.250	-.219	.500	-.346	.400	-.288	.400	-.275	.400	-.275
.500	-.411	.300	-.346	.600	-.323	.500	-.324	.500	-.297	.500	-.297
.600	-.349	.400	-.334	.650	-.165	.600	-.277	.600	-.240	.600	-.240
.650	-.254	.500	-.388	.700	-.029	.650	-.143	.650	-.152	.650	-.152
.700	-.158	.600	-.340	.750	.096	.700	-.025	.700	-.030	.700	-.030
.750	-.031	.650	-.195	.800	.191						
.800	.084	.700	-.065	.900	.291						
.900	.169	.750	.067	.950	.303						
.950	.151	.800	.157								
		.850	.200								
		.900	.263								
		.950	.282								

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(d) $M = 0.775$ - Concluded

$\alpha = 4.94^\circ$; $C_L = 0.679$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.587	0.000	-.586	0.000	-.853	0.000	-.889	0.000	-.930	0.000	-.853
.747	-1.284	.010	-.645	.003	-.022	.010	-.574	.010	-.432	.010	-.415
.763	-.728	.030	-1.218	.010	-.763	.030	-1.393	.030	-1.338	.030	-1.290
.778	-.326	.050	-1.191	.020	-1.049	.050	-1.495	.050	-1.474	.050	-1.466
.794	-.151	.100	-1.275	.025	-1.179	.100	-1.465	.100	-1.475	.100	-1.445
.810	-.067	.180	-1.355	.030	-1.308	.180	-1.429	.180	-1.459	.180	-1.303
.825	.022	.300	-1.236	.050	-1.428	.300	-1.404	.300	-1.418	.300	-1.133
.841	.077	.350	-.616	.100	-1.478	.350	-1.372	.350	-1.396	.35	-1.094
.857	.129	.400	-.483	.120	-1.450	.400	-1.374	.400	-1.366	.40	-1.098
.873	.153	.450	-.353	.180	-1.422	.450	-1.332	.450	-.976	.450	-.459
.888	.179	.500	-.271	.250	-1.388	.500	-.665	.500	-.673	.500	-.350
		.550	-.273	.300	-1.357	.550	-.580	.550	-.467	.550	-.348
		.600	-.335	.350	-1.316	.600	-.434	.600	-.294	.600	-.348
		.650	-.416	.400	-.949	.650	-.286	.650	-.230	.650	-.340
		.700	-.594	.450	-.687	.700	-.206	.700	-.192	.700	-.332
		.750	-.800	.500	-.500	.750	-.160				
		.850	-.580	.550	-.438	.850	-.049				
		.950	-.208	.600	-.425	.950	.090				
				.650	-.417						
				.700	-.389						
				.800	-.233						
				.900	-.049						
				.950	.044						
				0.000	0.000						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.983	.005	.976
.025	.593	.025	.410
.050	.337	.050	.164
.100	-.073	.100	-.011
.180	-.155	.120	-.040
.300	-.282	.180	-.116
.400	-.307	.250	-.170
.500	-.358	.300	-.266
.600	-.318	.400	-.287
.650	-.231	.500	-.338
.700	-.144	.600	-.309
.750	-.018	.650	-.182
.800	.099	.700	-.053
.900	.177	.750	.076
.950	.156	.800	.161
		.850	.208
		.900	.268
		.950	.282

X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.983	.005	.976	.005	.945	.005	.913	.005	.844
.025	.593	.025	.410	.025	.401	.025	.407	.025	.298
.050	.337	.050	.164	.050	.138	.050	.140	.050	.056
.100	-.073	.100	-.011	.100	.025	.100	-.025	.100	-.061
.180	-.155	.120	-.040	.180	-.114	.180	-.093	.180	-.150
.300	-.282	.180	-.116	.400	-.257	.300	-.228	.300	-.206
.400	-.307	.250	-.170	.500	-.299	.400	-.250	.400	-.246
.500	-.358	.300	-.266	.600	-.298	.500	-.288	.500	-.273
.600	-.318	.400	-.287	.650	-.148	.600	-.258	.600	-.229
.650	-.231	.500	-.338	.700	-.022	.650	-.129	.650	-.148
.700	-.144	.600	-.309	.750	.103	.700	-.017	.700	-.033
.750	-.018	.650	-.182	.800	.197				
.800	.099	.700	-.053	.900	.294				
.900	.177	.750	.076	.950	.300				
.950	.156	.800	.161						
		.850	.208						
		.900	.268						
		.950	.282						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(e) $M = 0.80$

$\alpha = -1.03^\circ$; $C_L = -0.094$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.402	0.000	1.067	0.000	1.053	0.000	1.023	0.000	.999
.747	-1.042	.010	.246	.003	.730	.010	.196	.010	.341
.763	-.918	.030	-.249	.010	.090	.030	-.504	.030	-.504
.778	-.398	.050	-.348	.020	-.160	.050	-.458	.050	-.475
.794	-.181	.100	-.457	.025	-.257	.100	-.455	.100	-.457
.810	-.070	.180	-.472	.030	-.371	.180	-.388	.180	-.471
.825	.018	.300	-.177	.050	-.451	.300	-.412	.300	-.429
.841	.073	.350	-.099	.100	-.448	.350	-.378	.350	-.375
.857	.120	.400	-.038	.120	-.412	.400	-.409	.400	-.417
.873	.146	.450	.022	.180	-.326	.450	-.440	.450	-.433
.888	.172	.500	.048	.250	-.312	.500	-.463	.500	-.444
		.550	.021	.300	-.296	.550	-.490	.550	-.455
		.600	-.073	.350	-.276	.600	-.532	.600	-.441
		.650	-.221	.400	-.292	.650	-.500	.650	-.386
		.700	-.422	.450	-.314	.700	-.363	.700	-.322
		.750	-.654	.500	-.365	.750	-.292		
		.850	-1.019	.550	-.419	.850	-.098		
		.950	-.275	.600	-.512	.950	.094		
				.650	-.538				
				.700	-.628				
				.800	-.285				
				.900	-.046				
				.950	.068				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.667	.005	.578	.005	.486	.005	.326	.005	.251
.025	.089	.025	-.386	.025	-.439	.025	-.430	.025	-.605
.050	-.135	.050	-.537	.050	-.770	.050	-.664	.050	-.772
.100	-.360	.100	-.703	.100	-.804	.100	-.819	.100	-.846
.180	-.597	.120	-.736	.180	-.727	.180	-.845	.180	-.653
.300	-.761	.180	-.745	.400	-.823	.300	-.824	.300	-.513
.400	-.728	.250	-.784	.500	-.891	.400	-.810	.400	-.472
.500	-.857	.300	-.816	.600	-.318	.500	-.395	.500	-.487
.600	-.572	.400	-.780	.650	-.163	.600	-.342	.600	-.331
.650	-.297	.500	-.856	.700	-.052	.650	-.177	.650	-.207
.700	-.208	.600	-.370	.750	.066	.700	-.041	.700	-.055
.750	-.085	.650	-.210	.800	.154				
.800	.018	.700	-.094	.900	.260				
.900	.110	.750	.023	.950	.272				
.950	.089	.800	.103						
		.850	.148						
		.900	.229						
		.950	.253						

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(e) $M = 0.80$ - Continued

$\alpha = -0.06^\circ$; $C_L = 0.027$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.384	0.000	1.013	0.000	1.052	0.000	1.036	0.000	1.018
.747	-1.040	.010	.086	.003	.633	.010	.081	.010	.216
.763	-.982	.030	-.410	.010	-.045	.030	-.755	.030	-.690
.778	-.416	.050	-.907	.020	-.345	.050	-.697	.050	-.790
.794	-.185	.100	-.578	.025	-.505	.100	-.584	.100	-.630
.810	-.073	.180	-.662	.030	-.579	.180	-.491	.180	-.596
.825	.017	.300	-.215	.050	-.710	.300	-.505	.300	-.488
.841	.076	.350	-.135	.100	-.663	.350	-.434	.350	-.418
.857	.117	.400	-.061	.120	-.605	.400	-.454	.400	-.453
.873	.144	.450	.003	.180	-.453	.450	-.469	.450	-.479
.888	.172	.500	.033	.250	-.362	.500	-.495	.500	-.484
		.550	.011	.300	-.352	.550	-.508	.550	-.492
		.600	-.086	.350	-.338	.600	-.563	.600	-.473
		.650	-.232	.400	-.329	.650	-.533	.650	-.404
		.700	-.430	.450	-.351	.700	-.369	.700	-.334
		.750	-.661	.500	-.399	.750	-.290		
		.850	-1.007	.550	-.443	.850	-.094		
		.950	-.279	.600	-.537	.950	.097		
				.650	-.566				
				.700	-.656				
				.800	-.290				
				.900	-.041				
				.950	.064				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.747	.005	.676	.005	.571	.005	.433	.005	.380
.025	.202	.025	-.232	.025	-.312	.025	-.270	.025	-.405
.050	-.043	.050	-.425	.050	-.605	.050	-.520	.050	-.670
.100	-.280	.100	-.572	.100	-.598	.100	-.645	.100	-.618
.180	-.524	.120	-.587	.180	-.605	.180	-.619	.180	-.526
.300	-.669	.180	-.621	.400	-.668	.300	-.688	.300	-.482
.400	-.641	.250	-.624	.500	-.588	.400	-.493	.400	-.461
.500	-.728	.300	-.725	.600	-.401	.500	-.510	.500	-.459
.600	-.469	.400	-.690	.650	-.207	.600	-.352	.600	-.318
.650	-.320	.500	-.736	.700	-.061	.650	-.185	.650	-.203
.700	-.213	.600	-.403	.750	.063	.700	-.046	.700	-.054
.750	-.083	.650	-.235	.800	.158				
.800	.026	.700	-.100	.900	.261				
.900	.115	.750	.025	.950	.270				
.950	.090	.800	.106						
		.850	.155						
		.900	.230						
		.950	.252						

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(e) $M = 0.80$ - Continued

$\alpha = 0.96^\circ$; $C_L = 0.159$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.382	0.000	.977	0.000	1.044	0.000	1.036	0.000	1.022	0.000	.982
.747	-1.044	.010	-.088	.003	.529	.010	-.058	.010	.102	.010	.106
.763	-1.134	.030	-.569	.010	-.217	.030	-.921	.030	-.864	.030	-.797
.778	-.418	.050	-.671	.020	-.466	.050	-.995	.050	-.935	.050	-.976
.794	-.189	.100	-.695	.025	-.620	.100	-.896	.100	-.911	.100	-.822
.810	-.076	.180	-.903	.030	-.774	.180	-.846	.180	-.868	.180	-.606
.825	.018	.300	-.197	.050	-.871	.300	-.473	.300	-.392	.300	-.426
.841	.074	.350	-.133	.100	-.917	.350	-.455	.350	-.305	.350	-.401
.857	.125	.400	-.072	.120	-.905	.400	-.489	.400	-.418	.400	-.423
.873	.147	.450	-.014	.180	-.743	.450	-.505	.450	-.484	.450	-.398
.888	.172	.500	.019	.250	-.354	.500	-.525	.500	-.490	.500	-.422
		.550	-.008	.300	-.345	.550	-.538	.550	-.510	.550	-.415
		.600	-.097	.350	-.351	.600	-.582	.600	-.486	.600	-.384
		.650	-.242	.400	-.351	.650	-.545	.650	-.412	.650	-.349
		.700	-.444	.450	-.376	.700	-.371	.700	-.336	.700	-.327
		.750	-.668	.500	-.420	.750	-.293				
		.800	-1.040	.550	-.464	.850	-.091				
		.950	-.277	.600	-.555	.950	.090				
				.650	-.588						
				.700	-.680						
				.800	-.284						
				.900	-.041						
				.950	.060						
				0.000	0.000						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.801	.005	.735	.005	.670	.005	.538	.005	.492	.005	.492
.025	.315	.025	-.092	.025	-.128	.025	-.121	.025	-.239	.025	-.239
.050	.043	.050	-.264	.050	-.378	.050	-.340	.050	-.441	.050	-.441
.100	-.196	.100	-.466	.100	-.415	.100	-.502	.100	-.448	.100	-.448
.180	-.450	.120	-.482	.180	-.506	.180	-.486	.180	-.442	.180	-.442
.300	-.613	.180	-.480	.400	-.563	.300	-.552	.300	-.411	.300	-.411
.400	-.578	.250	-.509	.500	-.548	.400	-.496	.400	-.430	.400	-.430
.500	-.631	.300	-.652	.600	-.404	.500	-.494	.500	-.417	.500	-.417
.600	-.466	.400	-.587	.650	-.205	.600	-.342	.600	-.306	.600	-.306
.650	-.323	.500	-.696	.700	-.060	.650	-.179	.650	-.194	.650	-.194
.700	-.214	.600	-.424	.750	.066	.700	-.041	.700	-.048	.700	-.048
.750	-.078	.650	-.241	.800	.164						
.800	.035	.700	-.101	.900	.268						
.900	.127	.750	.030	.950	.281						
.950	.096	.800	.117								
		.850	.162								
		.900	.233								
		.950	.256								

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(e) M = 0.80 - Continued

$\alpha = 1.96^\circ$; $C_L = 0.298$

FUSELAGE		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913
X/L	CP	X/C CP	X/C CP	X/C CP	X/C CP	X/C CP
.731	-.407	0.000 .882	0.000 1.020	0.000 1.017	0.000 1.021	0.000 .971
.747	-1.076	.010 -.211	.003 .402	.010 -.171	.010 -.035	.010 -.020
.763	-1.137	.030 -.694	.010 -.310	.030 -1.006	.030 -.957	.030 -.901
.778	-.418	.050 -.785	.020 -.423	.050 -1.113	.050 -1.087	.050 -1.083
.794	-.202	.100 -.828	.025 -.751	.100 -1.053	.100 -1.047	.100 -1.043
.810	-.084	.180 -.988	.030 -.886	.180 -1.000	.180 -1.038	.180 -.879
.825	.002	.300 -.651	.050 -1.007	.300 -1.009	.300 -1.001	.300 -.723
.841	.064	.350 -.179	.100 -1.045	.350 -.914	.350 -.998	.350 -.366
.857	.115	.400 -.077	.120 -1.053	.400 -.450	.400 -.782	.400 -.340
.873	.145	.450 -.023	.180 -1.004	.450 -.382	.450 -.267	.450 -.345
.888	.167	.500 .008	.250 -.933	.500 -.416	.500 -.262	.500 -.401
		.550 -.022	.300 -.789	.550 -.433	.550 -.384	.550 -.398
		.600 -.112	.350 -.260	.600 -.548	.600 -.402	.600 -.387
		.650 -.255	.400 -.308	.650 -.499	.650 -.369	.650 -.354
		.700 -.450	.450 -.351	.700 -.363	.700 -.318	.700 -.333
		.750 -.681	.500 -.413	.750 -.291		
		.850 -1.057	.550 -.464	.850 -.095		
		.950 -.281	.600 -.555	.950 .092		
			.650 -.586			
			.700 -.677			
			.800 -.306			
			.900 -.047			
			.950 .065			
			0.000 0.000			
WING UPPER SURFACE						
X/C	CP	X/C	CP	X/C	CP	X/C
.005	.870	.005	.819	.005	.776	.005
.025	.396	.025	.068	.025	.032	.025
.050	.111	.050	-.171	.050	-.233	.050
.100	-.123	.100	-.315	.100	-.293	.100
.180	-.362	.120	-.342	.180	-.396	.180
.300	-.543	.180	-.385	.400	-.484	.300
.400	-.500	.250	-.417	.500	-.491	.400
.500	-.549	.300	-.556	.600	-.392	.500
.600	-.439	.400	-.513	.650	-.196	.600
.650	-.306	.500	-.551	.700	-.052	.650
.700	-.200	.600	-.408	.750	.080	.700
.750	-.059	.650	-.232	.800	.175	
.800	.050	.700	-.093	.900	.279	
.900	.141	.750	.041	.950	.291	
.950	.118	.800	.132			
		.850	.173			
		.900	.248			
		.950	.264			
WING LOWER SURFACE						
X/C	CP	X/C	CP	X/C	CP	X/C
.005	.870	.005	.819	.005	.776	.005
.025	.396	.025	.068	.025	.032	.025
.050	.111	.050	-.171	.050	-.233	.050
.100	-.123	.100	-.315	.100	-.293	.100
.180	-.362	.120	-.342	.180	-.396	.180
.300	-.543	.180	-.385	.400	-.484	.300
.400	-.500	.250	-.417	.500	-.491	.400
.500	-.549	.300	-.556	.600	-.392	.500
.600	-.439	.400	-.513	.650	-.196	.600
.650	-.306	.500	-.551	.700	-.052	.650
.700	-.200	.600	-.408	.750	.080	.700
.750	-.059	.650	-.232	.800	.175	
.800	.050	.700	-.093	.900	.279	
.900	.141	.750	.041	.950	.291	
.950	.118	.800	.132			
		.850	.173			
		.900	.248			
		.950	.264			

[REDACTED]

(e) $M = 0.80$ - Continued

$$\alpha = 2.92^\circ; C_L = 0.433$$

[REDACTED]

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(e) M = 0.80 - Continued

$\alpha = 3.97^\circ$; $C_L = 0.573$

		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913	
FUSELAGE				WING UPPER SURFACE			
X/L	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.481	0.000	.724	0.000	.962	0.000	.991
.747	-1.148	.010	-.450	.003	.212	.010	-.222
.763	-.846	.030	-.977	.010	-.554	.030	-1.137
.778	-.373	.050	-.994	.020	-.867	.050	-1.271
.794	-.183	.100	-1.080	.025	-.946	.100	-1.259
.810	-.075	.180	-1.178	.030	-1.093	.180	-1.262
.825	.017	.300	-1.196	.050	-1.221	.300	-1.234
.841	.076	.350	-.729	.100	-1.265	.350	-1.237
.857	.123	.400	-.411	.120	-1.249	.400	-1.225
.873	.149	.450	-.268	.180	-1.226	.450	-1.235
.888	.164	.500	-.182	.250	-1.224	.500	-1.060
		.550	-.170	.300	-1.226	.550	-.549
		.600	-.208	.350	-1.208	.600	-.453
		.650	-.325	.400	-1.181	.650	-.360
		.700	-.495	.450	-.585	.700	-.219
		.750	-.713	.500	-.530		
		.850	-.725	.550	-.485		
		.950	-.300	.600	-.494		
				.650	-.527		
				.700	-.493		
				.800	-.262		
				.900	-.042		
				.950	.065		
				0.000	0.000		
		</					

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(e) M = 0.80 - Concluded

$\alpha = 4.96^\circ$; $C_L = 0.657$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.516	0.000	.633	0.000	.901	0.000	.908	0.000	.957	0.000	.902
.747	-1.190	.010	-.541	.003	.129	.010	-.435	.010	-.305	.010	-.297
.763	-.785	.030	-1.102	.010	-.036	.030	-1.256	.030	-1.212	.030	-1.155
.778	-.343	.050	-1.089	.020	-.943	.050	-1.372	.050	-1.353	.050	-1.327
.794	-.167	.100	-1.158	.025	-1.057	.100	-1.340	.100	-1.351	.100	-1.321
.810	-.068	.180	-1.263	.030	-1.173	.180	-1.304	.180	-1.339	.180	-1.211
.825	.015	.300	-1.276	.050	-1.289	.300	-1.309	.300	-1.307	.300	-1.088
.841	.069	.350	-.914	.100	-1.331	.350	-1.295	.350	-1.297	.350	-1.075
.857	.120	.400	-.574	.120	-1.336	.400	-1.252	.400	-1.295	.400	-1.077
.873	.150	.450	-.380	.180	-1.310	.450	-1.047	.450	-1.163	.450	-.967
.888	.173	.500	-.297	.250	-1.312	.500	-.636	.500	-.696	.500	-.944
		.550	-.266	.300	-1.309	.550	-.581	.550	-.574	.550	-.911
		.600	-.310	.350	-1.300	.600	-.548	.600	-.497	.600	-.294
		.650	-.405	.400	-1.291	.650	-.481	.650	-.408	.650	-.277
		.700	-.545	.450	-1.221	.700	-.414	.700	-.324	.700	-.283
		.750	-.745	.500	-.674	.750	-.348				
		.850	-.629	.550	-.513	.850	-.191				
		.950	-.245	.600	-.445	.950	-.082				
				.650	-.421						
				.700	-.392						
				.800	-.239						
				.900	-.058						
				.950	.041						
				0.000	0.000						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.990	.005	.972
.025	.588	.025	.371
.050	.324	.050	.164
.100	.073	.100	-.023
.180	-.172	.120	-.062
.300	-.316	.180	-.140
.400	-.342	.250	-.208
.500	-.410	.300	-.325
.600	-.357	.400	-.330
.650	-.256	.500	-.404
.700	-.157	.600	-.359
.750	-.030	.650	-.210
.800	.088	.700	-.073
.900	.171	.750	.057
.950	.148	.800	.152
		.850	.195
		.900	.262
		.950	.276

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.948	.005	.688	.005	.830	.005	.830
.025	.341	.025	.355	.025	.246	.025	.246
.050	.100	.050	.140	.050	.008	.050	.008
.100	-.006	.100	-.036	.100	-.109	.100	-.109
.180	-.145	.180	-.124	.180	-.195	.180	-.195
.400	-.314	.300	-.264	.300	-.254	.300	-.254
.500	-.359	.400	-.310	.400	-.300	.400	-.300
.600	-.366	.500	-.361	.500	-.327	.500	-.327
.650	-.186	.600	-.317	.600	-.265	.600	-.265
.700	-.057	.650	-.165	.650	-.168	.650	-.168
.750	.068	.700	-.049	.700	-.045	.700	-.045

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(f) $M = 0.825$

$\alpha = -1.03^\circ$; $C_L = -0.138$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.322	0.000	1.083	0.000	1.068	0.000	1.030	0.000	1.004	
.747	-.949	.010	.211	.003	.744	.010	.202	.010	.341	
.763	-1.014	.030	-.245	.010	.081	.030	-.552	.030	-.528	
.778	-.391	.050	-.323	.020	-.160	.050	-.459	.050	-.506	
.794	-.156	.100	-.410	.025	-.276	.100	-.421	.100	-.487	
.810	-.059	.180	-.535	.030	-.351	.180	-.407	.180	-.503	
.825	.032	.300	-.164	.050	-.504	.300	-.446	.300	-.462	
.841	.082	.350	-.086	.100	-.510	.350	-.378	.350	-.386	
.857	.135	.400	-.017	.120	-.447	.400	-.415	.400	-.440	
.873	.161	.450	.046	.180	-.341	.450	-.441	.450	-.480	
.888	.187	.500	.078	.250	-.317	.500	-.425	.500	-.497	
		.550	.056	.300	-.296	.550	-.509	.550	-.509	
		.600	-.037	.350	-.268	.600	-.577	.600	-.518	
		.650	-.176	.400	-.276	.650	-.639	.650	-.466	
		.700	-.366	.450	-.298	.700	-.540	.700	-.340	
		.750	-.586	.500	-.351	.750	-.288			
		.850	-.899	.550	-.393	.850	-.084			
		.950	-.233	.600	-.487	.950	.095			
				.650	-.524					
				.700	-.626					
				.800	-.366					
				.900	-.031					
				.950	.073					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.684	.005	.603	.005	.508	.005	.332	.005	.254
	.025	.156	.025	-.332	.025	-.374	.025	-.355	.025	-.531
	.050	-.093	.050	-.457	.050	-.686	.050	-.584	.050	-.701
	.100	-.321	.100	-.637	.100	-.749	.100	-.740	.100	-.813
	.180	-.572	.120	-.668	.180	-.741	.180	-.794	.180	-.755
	.300	-.722	.180	-.706	.400	-.804	.300	-.831	.300	-.695
	.400	-.705	.250	-.733	.500	-.900	.400	-.831	.400	-.657
	.500	-.832	.300	-.777	.600	-.300	.500	-.905	.500	-.591
	.600	-.948	.400	-.776	.650	-.235	.600	-.260	.600	-.298
	.650	-.431	.500	-.867	.700	-.186	.650	-.159	.650	-.184
	.700	-.326	.600	-.413	.750	-.133	.700	-.047	.700	-.042
	.750	-.244	.650	-.298	.800	-.058				
	.800	-.182	.700	-.251	.900	.081				
	.900	-.022	.750	-.194	.950	.157				
	.950	.034	.800	-.148						
			.850	-.104						
			.900	.031						
			.950	.123						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(f) M = 0.825 - Continued

$\alpha = -0.06^\circ$; $C_L = -0.012$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.332	0.000	1.018	0.000	1.062	0.000	1.041	0.000	1.025	0.000	.971
.747	-.959	.010	.122	.003	-.139	.010	.102	.010	.244	.010	.245
.763	-1.136	.030	-.392	.010	-.058	.030	-.701	.030	-.653	.030	-.600
.778	-.435	.050	-.448	.020	-.324	.050	-.690	.050	-.756	.050	-.786
.794	-.178	.100	-.559	.025	-.420	.100	-.662	.100	-.616	.100	-.656
.810	-.065	.180	-.724	.030	-.535	.180	-.527	.180	-.617	.180	-.480
.825	.022	.300	-.157	.050	-.677	.300	-.500	.300	-.546	.300	-.437
.841	.077	.350	-.098	.100	-.690	.350	-.462	.350	-.456	.350	-.370
.857	.126	.400	-.030	.120	-.684	.400	-.464	.400	-.408	.400	-.417
.873	.156	.450	.029	.180	-.548	.450	-.482	.450	-.470	.450	-.398
.888	.177	.500	.067	.250	-.281	.500	-.452	.500	.513	.500	-.449
		.550	.045	.300	-.328	.550	-.524	.550	-.536	.550	-.443
		.600	-.045	.350	-.309	.600	-.588	.600	-.540	.600	-.412
		.650	-.179	.400	-.309	.650	-.657	.650	-.471	.650	-.358
		.700	-.375	.450	-.327	.700	-.525	.700	-.339	.700	-.326
		.750	-.596	.500	-.375	.750	-.274				
		.850	-.957	.550	-.420	.850	-.066				
		.950	-.251	.600	-.507	.950	.115				
				.650	-.547						
				.700	-.641						
				.800	-.322						
				.900	-.018						
				.950	.074						
				0.000	0.000						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.780	.005	-.693
.025	.226	.025	-.186
.050	-.008	.050	-.347
.100	-.260	.100	-.522
.180	-.456	.120	-.582
.300	-.654	.180	-.623
.400	-.651	.250	-.599
.500	-.781	.300	-.704
.600	-.896	.400	-.690
.650	-.547	.500	-.797
.700	-.280	.600	-.608
.750	-.161	.650	-.272
.800	-.058	.700	-.197
.900	.085	.750	-.138
.950	.082	.800	-.060
		.850	-.018
		.900	.124
		.950	.187

X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.780	.005	-.693	.005	.584	.005	.463	.005	.382
.025	.226	.025	-.186	.025	-.262	.025	-.242	.025	-.398
.050	-.008	.050	-.347	.050	-.578	.050	-.505	.050	-.630
.100	-.260	.100	-.522	.100	-.600	.100	-.617	.100	-.672
.180	-.456	.120	-.582	.180	-.579	.180	-.660	.180	-.582
.300	-.654	.180	-.623	.400	-.740	.300	-.725	.300	-.571
.400	-.651	.250	-.599	.500	-.823	.400	-.727	.400	-.580
.500	-.781	.300	-.704	.600	-.390	.500	-.791	.500	-.571
.600	-.896	.400	-.690	.650	-.214	.600	-.268	.600	-.305
.650	-.547	.500	-.797	.700	-.140	.650	-.145	.650	-.188
.700	-.280	.600	-.608	.750	-.048	.700	-.027	.700	-.042
.750	-.161	.650	-.272	.800	.050				
.800	-.058	.700	-.197	.900	.204				
.900	.085	.750	-.138	.950	.245				
.950	.082	.800	-.060						
		.850	-.018						
		.900	.124						
		.950	.187						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(f) $M = 0.825$ - Continued

$\alpha = 0.92^\circ$; $C_L = 0.138$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.329	0.000	-.981	0.000	1.056	0.000	1.043	0.000	1.030
.747	-.968	.010	-.066	.003	-.556	.010	-.017	.010	.140
.763	-1.159	.030	-.535	.010	-.159	.030	-.837	.030	-.757
.778	-.445	.050	-.624	.020	-.425	.050	-.904	.050	-.880
.794	-.203	.100	-.651	.025	-.554	.100	-.836	.100	-.830
.810	-.073	.180	-.811	.030	-.687	.180	-.798	.180	-.839
.825	.009	.300	-.356	.050	-.805	.300	-.760	.300	-.823
.841	.074	.350	-.098	.100	-.852	.350	-.467	.350	-.818
.857	.126	.400	-.028	.120	-.873	.400	-.405	.400	-.613
.873	.152	.450	.021	.140	-.842	.450	-.445	.450	-.393
.888	.171	.500	.049	.250	-.727	.500	-.471	.500	-.303
		.550	.030	.300	-.442	.550	-.541	.550	-.388
		.600	-.055	.350	-.242	.600	-.572	.600	-.462
		.650	-.198	.400	-.298	.650	-.623	.650	-.494
		.700	-.387	.450	-.328	.700	-.540	.700	-.353
		.750	-.605	.500	-.380	.750	-.289		
		.850	-.969	.550	-.429	.850	-.072		
		.950	-.282	.600	-.521	.950	.107		
				.650	-.558				
				.700	-.658				
				.800	-.414				
				.900	-.030				
				.950	.070				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.825	.005	-.751	.005	-.691	.005	-.538	.005	-.498
.025	.345	.025	-.066	.025	-.094	.025	-.108	.025	-.227
.050	.080	.050	-.244	.050	-.369	.050	-.382	.050	-.453
.100	-.168	.100	-.437	.100	-.421	.100	-.530	.100	-.497
.180	-.429	.120	-.476	.180	-.501	.180	-.523	.180	-.488
.300	-.594	.180	-.479	.400	-.619	.300	-.635	.300	-.517
.400	-.583	.250	-.540	.500	-.733	.400	-.626	.400	-.460
.500	-.700	.300	-.612	.600	-.420	.500	-.692	.500	-.480
.600	-.817	.400	-.633	.650	-.173	.600	-.314	.600	-.303
.650	-.361	.500	-.703	.700	-.043	.650	-.158	.650	-.182
.700	-.192	.600	-.770	.750	.068	.700	-.028	.700	-.037
.750	-.073	.650	-.252	.800	.155				
.800	.027	.700	-.125	.900	.265				
.900	.125	.750	-.043	.950	.282				
.950	.103	.800	.038						
		.850	.110						
		.900	.195						
		.950	.238						

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(f) $M = 0.825$ - Continued

$\alpha = 1.97^\circ$; $C_L = 0.297$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.358	0.000	.916	0.000	1.034	0.000	1.037	0.000	.984	
.747	-.994	.010	-.154	.003	.464	.010	-.089	.010	.034	
.763	-1.176	.030	-.656	.010	-.247	.030	-.927	.030	-.809	
.778	-.436	.050	-.717	.020	-.535	.050	-1.017	.050	-.988	
.794	-.224	.100	-.752	.025	-.660	.100	-.976	.100	-.971	
.810	-.089	.180	-.945	.030	-.817	.180	-.949	.180	-.872	
.825	.009	.300	-.874	.050	-.902	.300	-.963	.300	-.807	
.841	.069	.350	-.304	.100	-.956	.350	-.910	.350	-.794	
.857	.117	.400	-.114	.120	-.963	.400	-.935	.400	-.771	
.873	.148	.450	-.016	.180	-.939	.450	-.927	.450	-.680	
.888	.167	.500	.034	.250	-.953	.500	-.512	.500	-.365	
		.550	.007	.300	-.883	.550	-.481	.550	-.308	
		.600	-.079	.350	-.869	.600	-.472	.600	-.305	
		.650	-.214	.400	-.461	.650	-.459	.650	-.308	
		.700	-.404	.450	-.303	.700	-.337	.700	-.302	
		.750	-.619	.500	-.349	.750	-.251			
		.850	-.983	.550	-.422	.850	-.070			
		.950	-.293	.600	-.520	.950	.112			
				.650	-.571					
				.700	-.671					
				.800	-.406					
				.900	-.032					
				.950	.073					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.879	.005	.828	.005	.782	.005	.660	.005	.595
	.025	.407	.025	.062	.025	.006	.025	.023	.025	-.096
	.050	.140	.050	-.154	.050	-.230	.050	-.215	.050	-.345
	.100	-.107	.100	-.318	.100	-.304	.100	-.373	.100	-.404
	.180	-.361	.120	-.357	.180	-.406	.180	-.409	.180	-.427
	.300	-.550	.180	-.389	.400	-.519	.300	-.523	.300	-.419
	.400	-.518	.250	-.441	.500	-.640	.400	-.535	.400	-.443
	.500	-.623	.300	-.589	.600	-.371	.500	-.576	.500	-.442
	.600	-.696	.400	-.530	.650	-.176	.600	-.319	.600	-.290
	.650	-.289	.500	-.663	.700	-.036	.650	-.153	.650	-.177
	.700	-.183	.600	-.634	.750	.085	.700	-.024	.700	-.035
	.750	-.059	.650	-.209	.800	.175				
	.800	.051	.700	-.071	.900	.278				
	.900	.136	.750	.049	.950	.287				
	.950	.113	.800	.123						
			.850	.167						
			.900	.250						
			.950	.271						

TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(f) $M = 0.825$ - Continued

$\alpha = 2.97^\circ$; $C_L = 0.434$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.379	0.000	.843	0.000	1.006	0.000	1.009	0.000	.965
.747	-1.032	.010	-.255	.003	.366	.010	-.197	.010	-.061
.763	-1.079	.030	-.775	.010	-.353	.030	-.998	.030	-.895
.778	-.435	.050	-.814	.020	-.623	.050	-1.091	.050	-1.074
.794	-.236	.100	-.834	.025	-.756	.100	-1.056	.100	-1.071
.810	-.092	.180	-1.009	.030	-.909	.180	-1.042	.180	-.960
.825	.011	.300	-1.050	.050	-1.026	.300	-1.036	.300	-.893
.841	.068	.350	-.642	.100	-1.076	.350	-1.020	.350	-.900
.857	.106	.400	-.289	.120	-1.080	.400	-1.029	.400	-.884
.873	.137	.450	-.149	.180	-1.047	.450	-1.030	.450	-.804
.888	.160	.500	-.051	.250	-1.062	.500	-.996	.500	-.855
		.550	-.053	.300	-1.069	.550	-1.060	.550	-.845
		.600	-.115	.350	-1.073	.600	-.542	.600	-.428
		.650	-.239	.400	-1.014	.650	-.399	.650	-.254
		.700	-.419	.450	-.495	.700	-.320	.700	-.240
		.750	-.631	.500	-.404	.750	-.225		
		.850	-.988	.550	-.436	.850	-.074		
		.950	-.316	.600	-.531	.950	.096		
				.650	-.584				
				.700	-.686				
				.800	-.320				
				.900	-.035				
				.950	.067				
				0.000	0.000				

WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.922	.005	.895	.005	.833	.005	.746	.005	.672
.025	.464	.025	.189	.025	.140	.025	.166	.025	.032
.050	.204	.050	-.044	.050	-.128	.050	-.099	.050	-.218
.100	-.043	.100	-.230	.100	-.210	.100	-.272	.100	-.301
.180	-.304	.120	-.254	.180	-.330	.180	-.317	.180	-.351
.300	-.496	.180	-.293	.400	-.493	.300	-.454	.300	-.372
.400	-.478	.250	-.350	.500	-.580	.400	-.447	.400	-.427
.500	-.577	.300	-.495	.600	-.384	.500	-.488	.500	-.428
.600	-.517	.400	-.487	.650	-.186	.600	-.336	.600	-.295
.650	-.286	.500	-.574	.700	-.045	.650	-.159	.650	-.181
.700	-.182	.600	-.395	.750	.076	.700	-.027	.700	-.041
.750	-.054	.650	-.209	.800	.171				
.800	.067	.700	-.074	.900	.275				
.900	.153	.750	.059	.950	.286				
.950	.128	.800	.141						
		.850	.184						
		.900	.255						
		.950	.275						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(f) $M = 0.825$ - Continued

$\alpha = 3.94^\circ$; $C_L = 0.524$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.416	0.000	.754	0.000	.976	0.000	.989	0.000	1.010	0.000	.952
.747	-1.075	.010	-.374	.003	.286	.010	-.270	.010	-.119	.010	-.140
.763	-.967	.030	-.881	.010	-.452	.030	-1.061	.030	-1.024	.030	-.974
.778	-.422	.050	-.919	.020	-.721	.050	-1.174	.050	-1.153	.050	-1.146
.794	-.219	.100	-.968	.025	-.836	.100	-1.164	.100	-1.133	.100	-1.156
.810	-.088	.180	-1.108	.030	-.979	.180	-1.136	.180	-1.147	.180	-1.061
.825	.009	.300	-1.147	.050	-1.102	.300	-1.125	.300	-1.133	.300	-.966
.841	.061	.350	-.862	.100	-1.154	.350	-1.117	.350	-1.134	.350	-.971
.857	.105	.400	-.479	.120	-1.150	.400	-1.113	.400	-1.143	.400	-.954
.873	.133	.450	-.289	.180	-1.133	.450	-1.089	.450	-1.145	.450	-.875
.888	.155	.500	-.183	.250	-1.142	.500	-.626	.500	-.943	.500	-.915
		.550	-.156	.300	-1.156	.550	-.491	.550	-.543	.550	-.905
		.600	-.197	.350	-1.138	.600	-.462	.600	-.469	.600	-.421
		.650	-.302	.400	-1.125	.650	-.435	.650	-.405	.650	-.265
		.700	-.459	.450	-1.125	.700	-.397	.700	-.352	.700	-.234
		.750	-.662	.500	-.663	.750	-.340				
		.850	-.839	.550	-.497	.850	-.247				
		.950	-.343	.600	-.461	.950	-.131				
				.650	-.482						
				.700	-.505						
				.800	-.291						
				.900	-.048						
				.950	.048						
				0.000	0.000						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.005	.970		.005	.942		.005	.878		.005	.725
	.025	.543		.025	.275		.025	.234		.025	.128
	.050	.261		.050	.046		.050	-.026		.050	-.116
	.100	.022		.100	-.139		.100	-.117		.100	-.223
	.180	-.231		.120	-.182		.180	-.231		.180	-.283
	.300	-.400		.180	-.233		.400	-.429		.300	-.332
	.400	-.419		.250	-.293		.500	-.490		.400	-.397
	.500	-.511		.300	-.428		.600	-.457		.500	-.420
	.600	-.467		.400	-.452		.650	-.206		.600	-.306
	.650	-.287		.500	-.529		.700	-.069		.650	-.189
	.700	-.177		.600	-.480		.750	.047		.700	-.051
	.750	-.046		.650	-.223		.800	.145			
	.800	.075		.700	-.083		.900	.229			
	.900	.158		.750	.050		.950	.222			
	.950	.138		.800	.137						
				.850	.178						
				.900	.253						
				.950	.267						

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Concluded

(f) M = 0.825 - Concluded

$\alpha = 4.95^\circ$; $C_L = 0.608$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.462	0.000	.687	0.000	.927	0.000	.955	0.000	.976
.747	-1.106	.010	-.464	.003	.191	.010	-.340	.010	-.213
.763	-.846	.030	-.994	.010	-.541	.030	-1.140	.030	-1.079
.778	-.495	.050	-1.006	.020	-.818	.050	-1.249	.050	-1.222
.794	-.188	.100	-1.052	.025	-.927	.100	-1.226	.100	-1.224
.810	-.070	.180	-1.181	.030	-1.071	.180	-1.215	.180	-1.217
.825	.010	.300	-1.271	.050	-1.176	.300	-1.218	.300	-1.202
.841	.068	.350	-.991	.100	-1.226	.350	-1.185	.350	-1.199
.857	.103	.400	-.698	.120	-1.235	.400	-1.151	.400	-1.188
.873	.128	.450	-.464	.180	-1.201	.450	-.817	.450	-1.103
.888	.157	.500	-.292	.250	-1.208	.500	-.574	.500	-.816
		.550	-.282	.300	-1.215	.550	-.532	.550	-.606
		.600	-.292	.350	-1.211	.600	-.497	.600	-.511
		.650	-.357	.400	-1.211	.650	-.464	.650	-.446
		.700	-.501	.450	-1.211	.700	-.427	.700	-.396
		.750	-.695	.500	-.841	.750	-.387		
		.850	-.737	.550	-.588	.850	-.303		
		.950	-.307	.600	-.495	.950	-.216		
				.650	-.428				
				.700	-.421				
				.800	-.281				
				.900	-.090				
				.950	-.008				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.992	.005	.977	.005	.925	.005	.876	.005	.792
.025	.593	.025	.365	.025	.318	.025	.327	.025	.206
.050	.332	.050	.133	.050	.070	.050	.074	.050	-.031
.100	.080	.100	-.050	.100	-.037	.100	-.087	.100	-.158
.180	-.177	.120	-.090	.180	-.170	.180	-.176	.180	-.228
.300	-.333	.180	-.157	.400	-.367	.300	-.329	.300	-.300
.400	-.371	.250	-.236	.500	-.463	.400	-.395	.400	-.364
.500	-.477	.300	-.352	.600	-.503	.500	-.461	.500	-.419
.600	-.422	.400	-.389	.650	-.233	.600	-.426	.600	-.317
.650	-.289	.500	-.496	.700	-.088	.650	-.213	.650	-.207
.700	-.174	.600	-.489	.750	.034	.700	-.077	.700	-.062
.750	-.043	.650	-.235	.800	.134				
.800	.083	.700	-.092	.900	.220				
.900	.170	.750	.040	.950	.196				
.950	.148	.800	.129						
		.850	.170						
		.900	.232						
		.950	.242						

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TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1. $x_{T/c} = 0.05$

(a) $M = 0.75$

$\alpha = 0.97^\circ$; $C_L = 0.166$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.510	0.000	.907	0.000	1.017	0.000	1.016	0.000	.977	
.747	-1.193	.010	-.171	.003	.456	.010	-.017	.010	.010	
.763	-.783	.030	-.665	.010	-.307	.030	-1.031	.030	-.902	
.778	-.367	.050	-.847	.020	-.610	.050	-1.106	.050	-.985	
.794	-.181	.100	-.771	.025	-.758	.100	-.686	.100	-.536	
.810	-.086	.180	-.678	.030	-.920	.180	-.602	.180	-.447	
.825	.008	.300	-.303	.050	-.987	.300	-.487	.300	-.403	
.841	.064	.350	-.217	.100	-.690	.350	-.463	.350	-.382	
.857	.115	.400	-.132	.120	-.619	.400	-.454	.400	-.376	
.873	.145	.450	-.082	.180	-.490	.450	-.442	.450	-.351	
.888	.158	.500	-.060	.250	-.453	.500	-.435	.500	-.373	
		.550	-.079	.300	-.423	.550	-.433	.550	-.366	
		.600	-.186	.350	-.404	.600	-.407	.600	-.351	
		.650	-.345	.400	-.397	.650	-.363	.650	-.325	
		.700	-.553	.450	-.417	.700	-.318	.700	-.304	
		.750	-.798	.500	-.455					
		.850	-1.016	.550	-.480					
		.950	-.198	.600	-.516					
				.650	-.498					
				.700	-.455					
				.800	-.273					
				.900	-.058					
				.950	.044					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.793	.005	.718	.005	.683	.005	.551	.005	.527
	.025	.282	.025	-.094	.025	-.110	.025	-.068	.025	-.175
	.050	.031	.050	-.255	.050	-.303	.050	-.256	.050	-.315
	.100	-.228	.100	-.411	.100	-.393	.100	-.400	.100	-.378
	.180	-.432	.120	-.426	.180	-.432	.180	-.397	.180	-.358
	.300	-.477	.180	-.431	.400	-.447	.300	-.403	.300	-.337
	.400	-.485	.250	-.434	.500	-.444	.400	-.420	.400	-.357
	.500	-.499	.300	.309	.600	-.380	.500	-.407	.500	-.360
	.600	-.412	.400	-.502	.650	-.214	.600	-.320	.600	-.277
	.650	-.307	.500	-.490	.700	-.079	.650	-.182	.650	-.179
	.700	-.205	.600	-.400	.750	.040	.700	-.060	.700	-.051
	.750	-.083	.650	-.248	.800	.128				
	.800	.031	.700	-.110	.900	.230				
	.900	.124	.750	.015	.950	.239				
	.950	.108	.800	.093						
			.850	.141						
			.900	.199						
			.950	.224						

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TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(a) $M = 0.75$ - Continued

$\alpha = 1.95^\circ$; $C_L = 0.279$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.511	0.000	.846	0.000	.987	0.000	.990	0.000	.961	
.747	-1.197	.010	-.294	.003	.322	.010	-.297	.010	-.135	
.763	-.787	.030	-.846	.010	-.461	.030	-1.223	.030	-1.093	
.778	-.369	.050	-.937	.020	-.795	.050	-1.310	.050	-1.275	
.794	-.184	.100	-.915	.025	-.921	.100	-1.188	.100	-.946	
.810	-.080	.180	-1.065	.030	-1.083	.180	-.604	.180	-.466	
.825	.002	.300	-.336	.050	-1.181	.300	-.512	.300	-.435	
.841	.063	.350	-.245	.100	-1.147	.350	-.507	.350	-.419	
.857	.114	.400	-.162	.120	-1.161	.400	-.506	.400	-.412	
.873	.144	.450	-.104	.180	-.547	.450	-.503	.450	-.381	
.888	.158	.500	-.073	.250	-.473	.500	-.497	.500	-.393	
		.550	-.094	.300	-.447	.550	-.482	.550	-.383	
		.600	-.193	.350	-.424	.600	-.480	.600	-.366	
		.650	-.349	.400	-.420	.650	-.432	.650	-.336	
		.700	-.562	.450	-.435	.700	-.351	.700	-.318	
		.750	-.810	.500	-.472	.750	-.288			
		.850	-.943	.550	-.497	.850	-.101			
		.950	-.176	.600	-.537	.950	.072			
				.650	-.509					
				.700	-.466					
				.750	-.274					
				.800	-.058					
				.850	.044					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.841	.005	.810	.005	.769	.005	.705	.005	.622
	.025	.350	.025	.054	.025	.021	.025	.078	.025	-.026
	.050	.117	.050	-.137	.050	-.167	.050	-.159	.050	-.162
	.100	-.159	.100	-.304	.100	-.247	.100	-.308	.100	-.264
	.180	-.353	.120	-.319	.180	-.341	.180	-.316	.180	-.295
	.300	-.417	.180	-.340	.400	-.395	.300	-.345	.300	-.294
	.400	-.432	.250	-.364	.500	-.398	.400	-.374	.400	-.327
	.500	-.456	.300	.115	.600	-.364	.500	-.369	.500	-.329
	.600	-.392	.400	-.434	.650	-.201	.600	-.304	.600	-.267
	.650	-.290	.500	-.446	.700	-.067	.650	-.172	.650	-.172
	.700	-.192	.600	-.379	.750	.054	.700	-.052	.700	-.046
	.750	-.065	.650	-.243	.800	.141				
	.800	.045	.700	-.099	.900	.230				
	.900	.132	.750	.025	.950	.247				
	.950	.119	.800	.108						
			.850	.148						
			.900	.207						
			.950	.228						

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TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(a) $M = 0.75$ - Concluded

$\alpha = 2.46^\circ$; $C_L = 0.341$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.520	0.000	.783	0.000	.956	0.000	.976	0.000	.939
.747	-1.203	.010	-.391	.003	-.248	.010	-.388	.010	-.167
.763	-.807	.030	-.911	.010	-.520	.030	-1.292	.030	-1.158
.778	-.362	.050	-.992	.020	-.893	.050	-1.364	.050	-1.318
.794	-.184	.100	-.989	.025	-1.007	.100	-1.282	.100	-1.218
.810	-.082	.180	-1.126	.030	-1.162	.180	-1.072	.180	-1.233
.825	.004	.300	-.338	.050	-1.251	.300	-.493	.300	-.442
.841	.062	.350	-.252	.100	-1.251	.350	-.481	.350	-.417
.857	.122	.400	-.169	.120	-1.221	.400	-.493	.400	-.421
.873	.148	.450	-.112	.180	-.941	.450	-.489	.450	-.386
.888	.159	.500	-.087	.250	-.461	.500	-.490	.500	-.404
		.550	-.105	.300	-.437	.550	-.483	.550	-.389
		.600	-.204	.350	-.427	.600	-.474	.600	-.367
		.650	-.363	.400	-.430	.650	-.434	.650	-.344
		.700	-.568	.450	-.444	.700	-.352	.700	-.321
		.750	-.817	.500	-.476	.750	-.286		
		.850	-.920	.550	-.499	.850	-.105		
		.950	-.177	.600	-.535	.950	.070		
				.650	-.517				
				.700	-.464				
				.800	-.276				
				.900	-.061				
				.950	.041				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.878	.005	.853	.005	.809	.005	.742	.005	.717
.025	.409	.025	.135	.025	.126	.025	.157	.025	.016
.050	.156	.050	-.074	.050	-.091	.050	-.086	.050	-.099
.100	-.105	.100	-.210	.100	-.207	.100	-.204	.100	-.241
.180	-.316	.120	-.248	.180	-.294	.180	-.261	.180	-.263
.300	-.384	.180	-.295	.400	-.380	.300	-.308	.300	-.269
.400	-.423	.250	-.335	.500	-.377	.400	-.357	.400	-.312
.500	-.426	.300	-.007	.600	-.337	.500	-.358	.500	-.315
.600	-.373	.400	-.405	.650	-.193	.600	-.290	.600	-.249
.650	-.275	.500	-.419	.700	-.061	.650	-.163	.650	-.165
.700	-.178	.600	-.357	.750	.057	.700	-.048	.700	-.043
.750	-.059	.650	-.220	.800	.147				
.800	.057	.700	-.093	.900	.241				
.900	.139	.750	.032	.950	.250				
.950	.124	.800	.112						
		.850	.159						
		.900	.220						
		.950	.237						

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TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(b) $M = 0.775$

$\alpha = 0.96^\circ$; $C_L = 0.158$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.431	0.000	.942	0.000	1.029	0.000	1.020	0.000	1.018	0.000	.982
.747	-1.093	.010	-.119	.003	.496	.010	-.103	.010	.061	.010	.041
.763	-.860	.030	-.645	.010	-.241	.030	-1.010	.030	-.927	.030	-.890
.778	-.386	.050	-.781	.020	-.557	.050	-1.043	.050	-1.029	.050	-1.037
.794	-.189	.100	-.725	.025	-.685	.100	-.918	.100	-.905	.100	-.593
.810	-.076	.180	-.865	.030	-.829	.180	-.554	.180	-.586	.180	-.444
.825	.013	.300	-.278	.050	-.916	.300	-.502	.300	-.482	.300	-.417
.841	.070	.350	-.192	.100	-.942	.350	-.488	.350	-.472	.350	-.391
.857	.113	.400	-.117	.120	-.822	.400	-.486	.400	-.469	.400	-.392
.873	.147	.450	-.058	.180	-.459	.450	-.494	.450	-.457	.450	-.367
.888	.160	.500	-.030	.250	-.440	.500	-.494	.500	-.454	.500	-.381
		.550	-.053	.300	-.405	.550	-.498	.550	-.454	.550	-.380
		.600	-.143	.350	-.391	.600	-.499	.600	-.423	.600	-.360
		.650	-.287	.400	-.385	.650	-.443	.650	-.378	.650	-.331
		.700	-.457	.450	-.404	.700	-.351	.700	-.320	.700	-.312
		.750	-.734	.500	-.442	.750	-.283				
		.850	-1.053	.550	-.478	.850	-.096				
		.950	-.233	.600	-.551	.950	.078				
				.650	-.550						
				.700	-.509						
				.800	-.275						
				.900	-.048						
				.950	.051						
				0.000	0.000						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.797	.005	.731
.025	.289	.025	-.091
.050	.056	.050	-.268
.100	-.225	.100	-.423
.180	-.442	.120	-.458
.300	-.515	.180	-.462
.400	-.521	.250	-.465
.500	-.537	.300	-.177
.600	-.431	.400	-.547
.650	-.315	.500	-.528
.700	-.213	.600	-.410
.750	-.082	.650	-.253
.800	.027	.700	-.113
.900	.114	.750	.012
.950	.101	.800	.094
		.850	.136
		.900	.197
		.950	.223

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TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(b) $M = 0.775$ - Continued

$\alpha = 1.96^\circ$; $C_L = 0.280$

FUSELAGE		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.447	0.000	.869	0.000	1.004	0.000	1.020
.747	-1.106	.010	-.246	.003	-.239	.010	-.075
.763	-.870	.030	-.765	.010	-1.124	.030	-1.035
.778	-.394	.050	-.870	.020	-1.208	.050	-1.162
.794	-.193	.100	-.872	.025	-1.114	.100	-1.134
.810	-.085	.180	-1.008	.030	-1.043	.180	-1.098
.825	-.006	.300	-.343	.050	-1.110	.300	-.401
.841	.041	.350	-.217	.100	-1.065	.350	-.384
.857	.112	.400	-.141	.120	-1.090	.400	-.404
.873	.142	.450	-.076	.180	-1.036	.450	-.444
.888	.156	.500	-.043	.250	-.438	.500	-.443
		.550	-.065	.300	-.397	.550	-.450
		.600	-.151	.350	-.374	.600	-.421
		.650	-.300	.400	-.400	.650	-.375
		.700	-.501	.450	-.418	.700	-.317
		.750	-.743	.500	-.460		
		.850	-1.117	.550	-.495		
		.950	-.215	.600	-.568		
				.650	-.560		
				.700	-.522		
				.800	-.279		
				.900	-.050		
				.950	.048		
				0.000	0.000		

WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP
.005	.855	.005	.822	.005	.752	.005	.695
.025	.369	.025	.069	.025	.027	.025	.069
.050	.118	.050	-.140	.050	-.179	.050	-.179
.100	-.137	.100	-.313	.100	-.269	.100	-.332
.180	-.353	.120	-.336	.180	-.368	.180	-.339
.300	-.446	.180	-.352	.400	-.436	.300	-.365
.400	-.465	.250	-.383	.500	-.438	.400	-.412
.500	-.496	.300	-.239	.600	-.372	.500	-.399
.600	-.410	.400	-.467	.650	-.203	.600	-.316
.650	-.296	.500	-.486	.700	-.069	.650	-.178
.700	-.193	.600	-.390	.750	.051	.700	-.052
.750	-.067	.650	-.240	.800	.140		
.800	.042	.700	-.102	.900	.238		
.900	.133	.750	.028	.950	.249		
.950	.121	.800	.107				
		.850	.150				
		.900	.212				
		.950	.231				

WING LOWER SURFACE							
X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.620	.005	.620	.005	.620	.005	.620
.025	-.046	.025	-.046	.025	-.046	.025	-.046
.050	-.188	.050	-.188	.050	-.188	.050	-.188
.100	-.297	.100	-.297	.100	-.297	.100	-.297
.180	-.324	.180	-.324	.180	-.324	.180	-.324
.300	-.327	.300	-.327	.300	-.327	.300	-.327
.400	-.351	.400	-.351	.400	-.351	.400	-.351
.500	-.356	.500	-.356	.500	-.356	.500	-.356
.600	-.272	.600	-.272	.600	-.272	.600	-.272
.650	-.174	.650	-.174	.650	-.174	.650	-.174
.700	-.047	.700	-.047	.700	-.047	.700	-.047

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TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(b) $M = 0.775$ - Concluded

$\alpha = 2.50^\circ$; $C_L = 0.353$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.448	0.000	.823	0.000	.985	0.000	.989	0.000	.963
.747	-1.104	.010	-.341	.003	.335	.010	-.282	.010	-.132
.763	-.869	.030	-.830	.010	-.456	.030	-1.176	.030	-1.053
.778	-.388	.050	-.916	.020	-.778	.050	-1.260	.050	-1.244
.794	-.194	.100	-.942	.025	-.915	.100	-1.216	.100	-1.185
.810	-.082	.180	-1.118	.030	-1.045	.180	-1.147	.180	-1.014
.825	-.002	.300	-.500	.050	-1.163	.300	-.739	.300	-.410
.841	.061	.350	-.322	.100	-1.168	.350	-.486	.350	-.393
.857	.120	.400	-.173	.120	-1.176	.400	-.428	.400	-.403
.873	.144	.450	-.079	.180	-1.122	.450	-.459	.450	-.384
.888	.162	.500	-.051	.250	-.802	.500	-.472	.500	-.404
		.550	-.069	.300	-.420	.550	-.478	.550	-.400
		.600	-.158	.350	-.385	.600	-.477	.600	-.377
		.650	-.309	.400	-.381	.650	-.425	.650	-.347
		.700	-.513	.450	-.405	.700	-.351	.700	-.326
		.750	-.744	.500	-.453	.750	-.284		
		.850	-1.119	.550	-.492	.850	-.098		
		.950	-.201	.600	-.560	.950	.077		
				.650	-.568				
				.700	-.524				
				.800	-.283				
				.900	-.052				
				.950	.049				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.890	.005	.849	.005	.831	.005	.742	.005	.687
.025	.431	.025	.115	.025	.091	.025	.125	.025	.033
.050	.161	.050	-.060	.050	-.108	.050	-.086	.050	-.128
.100	-.094	.100	-.240	.100	-.223	.100	-.246	.100	-.260
.180	-.312	.120	-.253	.180	-.305	.180	-.283	.180	-.286
.300	-.390	.180	-.310	.400	-.397	.300	-.335	.300	-.284
.400	-.432	.250	-.350	.500	-.403	.400	-.381	.400	-.326
.500	-.458	.300	-.271	.600	-.360	.500	-.378	.500	-.329
.600	-.391	.400	-.429	.650	-.196	.600	-.300	.600	-.259
.650	-.283	.500	-.458	.700	-.058	.650	-.168	.650	-.167
.700	-.186	.600	-.376	.750	.061	.700	-.046	.700	-.036
.750	-.057	.650	-.231	.800	.152				
.800	.054	.700	-.090	.900	.250				
.900	.143	.750	.038	.950	.258				
.950	.123	.800	.112						
		.850	.154						
		.900	.223						
		.950	.238						

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TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(c) $M = 0.80$

$\alpha = 0.98^\circ$; $C_L = 0.148$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.364	0.000	.991	0.000	1.038	0.000	1.033	0.000	1.021
.747	-.993	.010	-.063	.003	.521	.010	-.032	.010	.084
.763	-.971	.030	-.564	.010	-.208	.030	-.901	.030	-.837
.778	-.406	.050	-.724	.020	-.515	.050	-.990	.050	-.972
.794	-.191	.100	-.684	.025	-.612	.100	-.874	.100	-.887
.810	-.075	.180	-.849	.030	-.774	.180	-.784	.180	-.871
.825	.003	.300	-.250	.050	-.883	.300	-.469	.300	-.408
.841	.063	.350	-.162	.100	-.902	.350	-.483	.350	-.413
.857	.114	.400	-.090	.120	-.932	.400	-.491	.400	-.416
.873	.147	.450	-.027	.180	-.754	.450	-.504	.450	-.477
.888	.162	.500	.007	.250	-.375	.500	-.522	.500	-.480
		.550	-.009	.300	-.360	.550	-.530	.550	-.476
		.600	-.095	.350	-.359	.600	-.560	.600	-.454
		.650	-.240	.400	-.357	.650	-.496	.650	-.389
		.700	-.433	.450	-.378	.700	-.359	.700	-.319
		.750	-.660	.500	-.422	.750	-.276		
		.850	-1.039	.550	-.465	.850	-.079		
		.950	-.254	.600	-.548	.950	.088		
				.650	-.577				
				.700	-.645				
				.800	-.274				
				.900	-.033				
				.950	.062				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.827	.005	.721	.005	.697	.005	.554	.005	.503
.025	.303	.025	-.066	.025	-.149	.025	-.094	.025	-.221
.050	.063	.050	-.230	.050	-.349	.050	-.301	.050	-.328
.100	-.196	.100	-.410	.100	-.408	.100	-.479	.100	-.441
.180	-.428	.120	-.470	.180	-.484	.180	-.469	.180	-.412
.300	-.543	.180	-.480	.400	-.594	.300	-.497	.300	-.396
.400	-.578	.250	-.502	.500	-.541	.400	-.517	.400	-.436
.500	-.644	.300	-.295	.600	-.384	.500	-.486	.500	-.414
.600	-.453	.400	-.604	.650	-.208	.600	-.328	.600	-.291
.650	-.322	.500	-.678	.700	-.067	.650	-.181	.650	-.181
.700	-.211	.600	-.406	.750	.046	.700	-.051	.700	-.041
.750	-.084	.650	-.245	.800	.123				
.800	.020	.700	-.107	.900	.217				
.900	-.107	.750	.009	.950	.232				
.950	.085	.800	.082						
		.850	.125						
		.900	.196						
		.950	.222						

TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(c) $M = 0.80$ - Continued

$\alpha = 1.95^\circ$; $C_L = 0.280$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.385	0.000	-.877	0.000	1.015	0.000	1.009	0.000	1.025	0.000	-.972
.747	-1.013	.010	-.204	.003	-.418	.010	-.151	.010	-.016	.010	.008
.763	-1.053	.030	-.716	.010	-.316	.030	-1.023	.030	-.958	.030	-.896
.778	-.409	.050	-.785	.020	-.606	.050	-1.084	.050	-1.078	.050	-1.084
.794	-.193	.100	-.799	.025	-.738	.100	-1.060	.100	-1.035	.100	-1.035
.810	-.084	.180	-.964	.030	-.888	.180	-.967	.180	-1.012	.180	-.981
.825	-.000	.300	-.482	.050	-1.007	.300	-.971	.300	-.993	.300	-.503
.841	.061	.350	-.274	.100	-1.020	.350	-.612	.350	-.974	.350	-.376
.857	.118	.400	-.130	.120	-.998	.400	-.434	.400	-.419	.400	-.374
.873	.149	.450	-.051	.180	-1.003	.450	-.437	.450	-.336	.450	-.365
.888	.161	.500	-.006	.250	-.972	.500	-.459	.500	-.345	.500	-.390
		.550	-.021	.300	-.443	.550	-.479	.550	-.366	.550	-.390
		.600	-.108	.350	-.347	.600	-.487	.600	-.384	.600	-.369
		.650	-.251	.400	-.349	.650	-.443	.650	-.344	.650	-.342
		.700	-.446	.450	-.374	.700	-.352	.700	-.294	.700	-.321
		.750	-.676	.500	-.419	.750	-.273				
		.850	-1.046	.550	-.466	.850	-.077				
		.950	-.247	.600	-.548	.950	.088				
				.650	-.580						
				.700	-.646						
				.800	-.274						
				.900	-.039						
				.950	.058						
				0.000	0.000						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.875	.005	.817
.025	.397	.025	.077
.050	.140	.050	-.129
.100	-.125	.100	-.324
.180	-.356	.120	-.342
.300	-.465	.180	-.381
.400	-.514	.250	-.406
.500	-.560	.300	-.327
.600	-.437	.400	-.535
.650	-.311	.500	-.547
.700	-.197	.600	-.402
.750	-.067	.650	-.233
.800	.047	.700	-.097
.900	.125	.750	.027
.950	.109	.800	.104
		.850	.149
		.900	.211
		.950	.238

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.875	.005	.817	.005	.758	.005	.680
.025	.397	.025	.077	.025	.012	.025	.053
.050	.140	.050	-.129	.050	-.193	.050	-.191
.100	-.125	.100	-.324	.100	-.306	.100	-.335
.180	-.356	.120	-.342	.180	-.383	.180	-.381
.300	-.465	.180	-.381	.400	-.502	.300	-.429
.400	-.514	.250	-.406	.500	-.499	.400	-.449
.500	-.560	.300	-.327	.600	-.384	.500	-.438
.600	-.437	.400	-.535	.650	-.203	.600	-.325
.650	-.311	.500	-.547	.700	-.063	.650	-.172
.700	-.197	.600	-.402	.750	.056	.700	-.043
.750	-.067	.650	-.233	.800	.142		
.800	.047	.700	-.097	.900	.238		
.900	.125	.750	.027	.950	.253		
.950	.109	.800	.104				
		.850	.149				
		.900	.211				
		.950	.238				

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TABLE VII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(c) $M = 0.80$ - Concluded

$\alpha = 2.47^\circ$; $C_L = 0.351$

FUSELAGE		STATION .148	STATION .402	WING UPPER SURFACE		STATION .595	STATION .775	STATION .913	
X/L	C _f	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.395	0.000	-.841	0.000	1.001	0.000	1.007	0.000	1.019
.747	-1.027	.010	-.259	.003	.367	.010	-.211	.010	-.071
.763	-.963	.030	-.770	.010	-.361	.030	-1.057	.030	-.997
.778	-.401	.050	-.811	.020	-.669	.050	-1.137	.050	-1.116
.794	-.198	.100	-.867	.025	-.794	.100	-1.115	.100	-1.103
.810	-.090	.180	-1.020	.030	-.951	.180	-1.039	.180	-1.086
.825	.001	.300	-.566	.050	-1.071	.300	-1.023	.300	-1.066
.841	.064	.350	-.483	.100	-1.083	.350	-1.027	.350	-1.047
.857	.110	.400	-.285	.120	-1.082	.400	-.896	.400	-.999
.873	.147	.450	-.141	.180	-1.079	.450	-.542	.450	-.660
.888	.157	.500	-.036	.250	-1.088	.500	-.417	.500	-.393
		.550	-.037	.300	-1.013	.550	-.396	.550	-.314
		.600	-.112	.350	-.434	.600	-.437	.600	-.317
		.650	-.254	.400	-.383	.650	-.398	.650	-.288
		.700	-.451	.450	-.373	.700	-.316	.700	-.277
		.750	-.678	.500	-.416	.750	-.253		
		.850	-1.054	.550	-.462	.850	-.079		
		.950	-.227	.600	-.537	.950	.088		
				.650	-.573				
				.700	-.604				
				.800	-.279				
				.900	-.044				
				.950	.055				
				0.000	0.000				
WING LOWER SURFACE									
		X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	-.904	.005	-.842	.005	.807	.005	.708
		.025	-.430	.025	.135	.025	.088	.025	.111
		.050	.170	.050	-.082	.050	-.128	.050	-.121
		.100	-.102	.100	-.271	.100	-.251	.100	-.290
		.180	-.312	.120	-.289	.180	-.332	.180	-.323
		.300	-.426	.180	-.335	.400	-.463	.300	-.378
		.400	-.483	.250	-.372	.500	-.466	.400	-.428
		.500	-.529	.300	-.342	.600	-.378	.500	-.425
		.600	-.417	.400	-.504	.650	-.192	.600	-.323
		.650	-.293	.500	-.511	.700	-.054	.650	-.164
		.700	-.187	.600	-.395	.750	.062	.700	-.041
		.750	-.057	.650	-.229	.800	.149		
		.800	.049	.700	-.089	.900	.252		
		.900	.142	.750	.035	.950	.259		
		.950	.120	.800	.111				
				.850	.157				
				.900	.220				
				.950	.239				

TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(d) $M = 0.825$

$\alpha = 0.94^\circ$; $C_L = 0.115$

STATION .148				STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE				WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.314	0.000	.973	0.000	1.043	0.000	1.041	0.000	1.030	0.000	.986
.747	-.913	.010	.016	.003	.555	.010	.022	.010	.138	.010	.177
.753	-1.142	.030	-.524	.010	-.122	.030	-.832	.030	-.762	.030	-.731
.778	-.418	.050	-.643	.020	-.407	.050	-.880	.050	-.866	.050	-.914
.794	-.199	.100	-.648	.025	-.539	.100	-.802	.100	-.818	.100	-.827
.810	-.078	.180	-.803	.030	-.679	.180	-.797	.180	-.818	.180	-.735
.825	.004	.300	-.359	.050	-.796	.300	-.793	.300	-.756	.300	-.620
.841	.065	.350	-.168	.100	-.839	.350	-.456	.350	-.772	.350	-.423
.857	.112	.400	-.074	.120	-.825	.400	-.446	.400	-.455	.400	-.361
.873	.153	.450	.007	.180	-.780	.450	-.496	.450	-.352	.450	-.365
.888	.169	.500	.041	.250	-.760	.500	-.516	.500	-.351	.500	-.398
		.550	.027	.300	-.311	.550	-.522	.550	-.436	.550	-.405
		.600	-.055	.350	-.303	.600	-.566	.600	-.415	.600	-.387
		.650	-.193	.400	-.314	.650	-.577	.650	-.415	.650	-.346
		.700	-.383	.450	-.336	.700	-.379	.700	-.313	.700	-.323
		.750	-.602	.500	-.389	.750	-.255				
		.850	-.961	.550	-.432	.850	-.054				
		.950	-.256	.600	-.516	.950	.104				
				.650	-.556						
				.700	-.516						
				.800	-.302						
				.900	-.021						
				.950	.064						
				0.000	0.000						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.830	.005	.750	.005	.679	.005	.539	.005	.489
		.025	.307	.025	-.046	.025	-.147	.025	-.077	.025	-.256
		.050	.089	.050	-.240	.050	-.326	.050	-.293	.050	-.318
		.100	-.181	.100	-.436	.100	-.443	.100	-.523	.100	-.476
		.180	-.415	.120	-.474	.180	-.493	.180	-.496	.180	-.482
		.300	-.566	.180	-.450	.400	-.621	.300	-.616	.300	-.536
		.400	-.589	.250	-.559	.500	-.727	.400	-.672	.400	-.492
		.500	-.708	.300	-.363	.600	-.366	.500	-.677	.500	-.484
		.600	-.824	.400	-.638	.650	-.191	.600	-.281	.600	-.289
		.650	-.394	.500	-.741	.700	-.083	.650	-.159	.650	-.177
		.700	-.212	.600	-.547	.750	.009	.700	-.043	.700	-.035
		.750	-.100	.650	-.256	.800	.081				
		.800	-.011	.700	-.139	.900	.188				
		.900	.096	.750	-.084	.950	.214				
		.950	.078	.800	-.023						
				.850	.011						
				.900	.123						
				.950	.177						

ORIGINAL DESIGN
OF POOR QUALITY

TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Continued

(d) $M = 0.825$ - Continued

$\alpha = 1.99^\circ$; $C_L = 0.274$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.338	0.000	.906	0.000	1.030	0.000	1.026	0.000	1.032	0.000	.980
.747	-.941	.010	-.163	.003	.469	.010	-.084	.010	.047	.010	.051
.763	-1.131	.030	-.637	.010	-.249	.030	-.916	.030	-.864	.030	-.806
.778	-.414	.050	-.718	.020	-.544	.050	-1.009	.050	-.980	.050	-1.025
.794	-.206	.100	-.732	.025	-.664	.100	-.970	.100	-.960	.100	-.978
.810	-.087	.180	-.889	.030	-.804	.180	-.902	.180	-.943	.180	-.839
.825	.003	.300	-.567	.050	-.919	.300	-.921	.300	-.945	.300	-.792
.841	.058	.350	-.427	.100	-.940	.350	-.929	.350	-.928	.350	-.772
.857	.114	.400	-.286	.120	-.919	.400	-.917	.400	-.928	.400	-.739
.873	.148	.450	-.133	.180	-.937	.450	-.928	.450	-.943	.450	-.641
.888	.161	.500	.009	.250	-.943	.500	-.573	.500	-.823	.500	-.361
		.550	.007	.300	-.951	.550	-.476	.550	-.403	.550	-.327
		.600	-.065	.350	-.556	.600	-.463	.600	-.302	.600	-.321
		.650	-.205	.400	-.370	.650	-.399	.650	-.243	.650	-.311
		.700	-.390	.450	-.357	.700	-.296	.700	-.200	.700	-.293
		.750	-.615	.500	-.386	.750	-.221				
		.850	-.976	.550	-.440	.850	-.050				
		.950	-.266	.600	-.525	.950	.101				
				.650	-.571						
				.700	-.664						
				.800	-.293						
				.900	-.027						
				.950	.061						
				0.000	0.000						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.888	.005	.816	.005	.779	.005	.682	.005	.593
		.025	.415	.025	.065	.025	.009	.025	.042	.025	-.090
		.050	.150	.050	-.121	.050	-.205	.050	-.185	.050	-.236
		.100	-.101	.100	-.313	.100	-.302	.100	-.366	.100	-.380
		.180	-.346	.120	-.348	.180	-.406	.180	-.406	.180	-.417
		.300	-.486	.180	.400	.400	-.563	.300	-.500	.300	-.406
		.500	-.543	.250	-.433	.500	-.653	.400	-.550	.400	-.474
		.500	-.629	.300	-.386	.600	-.346	.500	-.607	.500	-.434
		.600	-.710	.400	-.574	.650	-.182	.600	-.311	.600	-.283
		.650	-.293	.500	-.670	.700	-.051	.650	-.161	.650	-.175
		.700	-.184	.600	-.554	.750	.052	.700	-.037	.700	-.029
		.750	-.067	.650	-.212	.800	.124				
		.800	.031	.700	-.094	.900	.221				
		.900	.120	.750	-.001	.950	.232				
		.950	.109	.800	.078						
				.850	.114						
				.900	.198						
				.950	.226						

TABLE VIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 1 - Concluded

(d) $M = 0.825$ - Concluded

$\alpha = 2.48^\circ$; $C_L = 0.345$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.348	0.000	.863	0.000	1.021	0.000	1.027	0.000	.975	
.747	-.962	.010	-.208	.003	.427	.010	-.123	.010	.017	
.763	-1.087	.030	-.681	.010	-.283	.030	-.954	.030	-.962	
.778	-.413	.050	-.764	.020	-.581	.050	-1.054	.050	-1.061	
.794	-.209	.100	-.806	.025	-.687	.100	-1.033	.100	-1.028	
.810	-.082	.180	-.964	.030	-.850	.180	-.991	.180	-.902	
.825	.004	.300	-.582	.050	-.972	.300	-.981	.300	-.846	
.841	.064	.350	-.512	.100	-.985	.350	-.975	.350	-.825	
.857	.106	.400	-.372	.120	-.995	.400	-.975	.400	-.802	
.873	.137	.450	-.262	.180	-.980	.450	-.984	.450	-.751	
.888	.153	.500	-.075	.250	-.999	.500	-.986	.500	-.539	
		.550	-.028	.300	-1.010	.550	-.579	.550	-.352	
		.600	-.073	.350	-.966	.600	-.409	.600	-.301	
		.650	-.201	.400	-.496	.650	-.328	.650	-.287	
		.700	-.389	.450	-.406	.700	-.263	.700	-.275	
		.750	-.609	.500	-.420	.750	-.197			
		.850	-.976	.550	-.443	.850	-.049			
		.950	-.262	.600	-.522	.950	.088			
				.650	-.570					
				.700	-.639					
				.800	-.278					
				.900	-.025					
				.950	.064					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.917	.005	.849	.005	.794	.005	.704	.005	.628
	.025	.447	.025	.121	.025	.062	.025	.105	.025	-.037
	.050	.181	.050	-.080	.050	-.141	.050	-.151	.050	-.183
	.100	-.063	.100	-.271	.100	-.255	.100	-.309	.100	-.332
	.180	-.305	.120	-.316	.180	-.358	.180	-.372	.180	-.382
	.300	-.439	.180	-.349	.400	-.528	.300	-.442	.300	-.383
	.400	-.500	.250	-.395	.500	-.616	.400	-.508	.400	-.445
	.500	-.604	.300	-.387	.600	-.369	.500	-.534	.500	-.427
	.600	-.634	.400	-.535	.650	-.190	.600	-.323	.600	-.287
	.650	-.295	.500	-.635	.700	-.050	.650	-.167	.650	-.174
	.700	-.184	.600	-.431	.750	.056	.700	-.044	.700	-.032
	.750	-.056	.650	-.211	.800	.135				
	.800	.046	.700	-.087	.900	.231				
	.900	.137	.750	.019	.950	.246				
	.950	.118	.800	.088						
			.850	.138						
			.900	.206						
			.950	.230						

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2

(a) $M = 0.60$

$\alpha = -1.06^\circ$; $C_L = 0.017$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.159	0.000	.969	0.000	.994	0.000	.977	0.000	.938	0.000	.913
.747	-.166	.010	-.012	.003	.57C	.010	.001	.010	.167	.010	.238
.763	-.097	.030	-.466	.010	-.112	.030	-.576	.030	-.537	.030	-.420
.778	-.063	.050	-.540	.020	-.350	.050	-.485	.050	-.427	.050	-.398
.794	-.018	.100	-.553	.025	-.437	.100	-.430	.100	-.411	.100	-.313
.810	-.001	.180	-.555	.030	-.527	.180	-.368	.180	-.399	.180	-.269
.825	.019	.300	-.395	.050	-.570	.300	-.344	.300	-.337	.300	-.282
.841	.023	.350	-.350	.100	-.467	.350	-.309	.350	-.305	.350	-.245
.857	.049	.400	-.345	.120	-.451	.400	-.329	.400	-.313	.400	-.281
.873	.059	.450	-.323	.180	-.387	.450	-.336	.450	-.322	.450	-.244
.888	.068	.500	-.321	.250	-.390	.500	-.339	.500	-.330	.500	-.276
		.550	-.333	.300	-.359	.550	-.336	.550	-.331	.550	-.276
		.600	-.329	.350	-.348	.600	-.340	.600	-.313	.600	-.257
		.650	-.298	.400	-.352	.650	-.327	.650	-.293	.650	-.253
		.700	-.260	.450	-.354	.700	-.269	.700	-.260	.700	-.237
		.750	-.244	.500	-.359	.750	-.245				
		.850	-.147	.550	-.350	.850	-.109				
		.950	-.002	.600	-.345	.950	.054				
				.650	-.313						
				.700	-.284						
				.800	-.176						
				.900	-.024						
				.950	.066						
				0.000	0.000						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.549	.005	.502
.025	.004	.025	-.433
.050	-.216	.050	-.536
.100	-.381	.100	-.559
.180	-.499	.120	-.541
.300	-.495	.180	-.480
.400	-.434	.250	-.453
.500	-.419	.300	-.491
.600	-.343	.400	-.423
.650	-.264	.500	-.414
.700	-.173	.600	-.345
.750	-.059	.650	-.231
.800	.063	.700	-.113
.900	.162	.750	.023
.950	.188	.800	.106
		.850	.154
		.900	.223
		.950	.252

WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.395	.005	.159
.025	-.493	.025	-.421
.050	-.633	.050	-.570
.100	-.528	.100	-.565
.180	-.476	.180	-.452
.400	-.403	.300	-.424
.500	-.389	.400	-.387
.600	-.343	.500	-.360
.650	-.208	.600	-.301
.700	-.088	.650	-.187
.750	.031	.700	-.077
.800	.127		
.900	.235		
.950	.245		

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(a) M = 0.60 - Continued

$\alpha = 0.98^\circ$; $C_L = 0.222$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.191	0.000	.761	0.000	.941	0.000	.945	0.000	.978	0.000	.950
.747	-.183	.010	-.548	.003	.202	.010	-.524	.010	-.277	.010	-.158
.763	-.107	.030	-.950	.010	-.635	.030	-1.200	.030	-1.055	.030	-.855
.778	-.064	.050	-.926	.020	-.975	.050	-.910	.050	-.867	.050	-.702
.794	-.017	.100	-.859	.025	-1.088	.100	-.669	.100	-.666	.100	-.518
.810	.003	.180	-.746	.030	-1.041	.180	-.520	.180	-.509	.180	-.393
.825	.023	.300	-.498	.050	-.928	.300	-.435	.300	-.439	.300	-.351
.841	.029	.350	-.460	.100	-.740	.350	-.433	.350	-.414	.350	-.340
.857	.052	.400	-.427	.120	-.683	.400	-.420	.400	-.401	.400	-.349
.873	.065	.450	-.397	.180	-.537	.450	-.417	.450	-.394	.450	-.311
.888	.072	.500	-.380	.250	-.513	.500	-.406	.500	-.387	.500	-.336
		.550	-.383	.300	-.466	.550	-.398	.550	-.383	.550	-.324
		.600	-.369	.350	-.450	.600	-.392	.600	-.354	.600	-.305
		.650	-.329	.400	-.434	.650	-.359	.650	-.322	.650	-.286
		.700	-.289	.450	-.425	.700	-.303	.700	-.288	.700	-.274
		.750	-.259	.500	-.414	.750	-.263				
		.850	-.145	.550	-.399	.850	-.114				
		.950	-.002	.600	-.390	.950	.053				
				.650	-.344						
				.700	-.308						
				.800	-.184						
				.900	-.023						
				.950	.066						
				0.000	0.000						

WING LOWER SURFACE		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.772	.005	.772	.005	.718	.005	.625	.005	.526		
.025	.282	.025	-.048	.025	-.049	.025	-.030	.025	-.125		
.050	.009	.050	-.229	.050	-.236	.050	-.226	.050	-.269		
.100	-.205	.100	-.310	.100	-.272	.100	-.285	.100	-.265		
.180	-.359	.120	-.302	.180	-.305	.180	-.285	.180	-.269		
.300	-.407	.180	-.324	.400	-.325	.300	-.316	.300	-.266		
.400	-.354	.250	-.336	.500	-.320	.400	-.311	.400	-.277		
.500	-.358	.300	-.379	.600	-.300	.500	-.306	.500	-.278		
.600	-.302	.400	-.343	.650	-.175	.600	-.261	.600	-.231		
.650	-.227	.500	-.352	.700	-.066	.650	-.157	.650	-.158		
.700	-.150	.600	-.298	.750	.047	.700	-.056	.700	-.062		
.750	-.041	.650	-.200	.800	.143						
.800	.082	.700	-.084	.900	.240						
.900	.171	.750	.031	.950	.250						
.950	.186	.800	.119								
		.850	.163								
		.900	.229								
		.950	.250								

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(a) M = 0.60 - Continued

$\alpha = 1.95^\circ$; $C_L = 0.317$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.202	0.000	.630	0.000	.858	0.000	.895	0.000	.925	
.747	-.190	.010	-.717	.003	-.059	.010	-.762	.010	-.393	
.763	-.106	.030	-1.185	.010	-.961	.030	-1.477	.030	-1.071	
.778	-.070	.050	-1.170	.020	-1.298	.050	-1.258	.050	-.860	
.794	-.018	.100	-1.018	.025	-1.474	.100	-.783	.100	-.575	
.810	.005	.180	-.842	.030	-1.379	.180	-.603	.180	-.453	
.825	.030	.300	-.568	.050	-1.181	.300	-.501	.300	-.403	
.841	.034	.350	-.508	.100	-.844	.350	-.483	.350	-.382	
.857	.050	.400	-.462	.120	-.743	.400	-.460	.400	-.380	
.873	.067	.450	-.428	.180	-.623	.450	-.452	.450	-.349	
.888	.077	.500	-.410	.250	-.578	.500	-.436	.500	-.358	
		.550	-.407	.300	-.531	.550	-.421	.550	-.349	
		.600	-.388	.350	-.500	.600	-.413	.600	-.326	
		.650	-.346	.400	-.472	.650	-.375	.650	-.302	
		.700	-.295	.450	-.461	.700	-.312	.700	-.291	
		.750	-.266	.500	-.458	.750	-.268			
		.850	-.153	.550	-.430	.850	-.113			
		.950	-.000	.600	-.416	.950	.048			
				.650	-.365					
				.700	-.319					
				.800	-.191					
				.900	-.025					
				.950	.061					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.841	.005	.853	.005	.813	.005	.783	.005	.669
	.025	.347	.025	.139	.025	.104	.025	.152	.025	.046
	.050	.094	.050	-.084	.050	-.115	.050	-.068	.050	-.147
	.100	-.128	.100	-.215	.100	-.164	.100	-.189	.100	-.191
	.180	-.296	.120	-.219	.180	-.228	.180	-.217	.180	-.211
	.300	-.354	.180	-.254	.400	-.280	.300	-.264	.300	-.233
	.400	-.327	.250	-.261	.500	-.283	.400	-.261	.400	-.248
	.500	-.329	.300	-.318	.600	-.280	.500	-.275	.500	-.256
	.600	-.287	.400	-.308	.650	-.159	.600	-.244	.600	-.216
	.650	-.216	.500	-.322	.700	-.052	.650	-.144	.650	-.147
	.700	-.130	.600	-.277	.750	.056	.700	-.044	.700	-.052
	.750	-.028	.650	-.178	.800	.149				
	.800	.090	.700	-.073	.900	.242				
	.900	.173	.750	.048	.950	.254				
	.950	.154	.800	.124						
			.850	.167						
			.900	.230						
			.950	.249						

ORIGINAL PAGE IS
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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(a) M = 0.60 - Continued

$\alpha = 2.94^\circ$; $C_L = 0.416$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.206	0.000	.483	0.000	.760	0.000	.783	0.000	.839	
.747	-.195	.010	-1.041	.003	-.270	.010	-1.017	.010	-.605	
.763	-.113	.030	-1.486	.010	-1.315	.030	-1.946	.030	-1.378	
.778	-.068	.050	-1.391	.020	-1.681	.050	-1.714	.050	-1.081	
.794	-.017	.100	-1.211	.025	-1.765	.100	-.900	.100	-.652	
.810	.005	.180	-.964	.030	-1.847	.180	-.695	.180	-.523	
.825	.027	.300	-.623	.050	-1.545	.300	-.555	.300	-.448	
.841	.030	.350	-.551	.100	-.968	.350	-.523	.350	-.418	
.857	.054	.400	-.501	.120	-.878	.400	-.500	.400	-.412	
.873	.069	.450	-.459	.180	-.700	.450	-.479	.450	-.373	
.888	.077	.500	-.434	.250	-.634	.500	-.463	.500	-.386	
		.550	-.427	.300	-.586	.550	-.441	.550	-.372	
		.600	-.399	.350	-.550	.600	-.424	.600	-.342	
		.650	-.355	.400	-.516	.650	-.382	.650	-.315	
		.700	-.305	.450	-.493	.700	-.320	.700	-.300	
		.750	-.267	.500	-.479	.750	-.274			
		.850	-.155	.550	-.452	.850	-.116			
		.950	.003	.600	-.426	.950	.049			
				.650	-.375					
				.700	-.328					
				.800	-.191					
				.900	-.022					
				.950	.062					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.896	.005	.923	.005	.905	.005	.859	.005	.806
	.025	.456	.025	.273	.025	.254	.025	.292	.025	.168
	.050	.180	.050	.061	.050	.054	.050	.049	.050	-.027
	.100	-.068	.100	-.097	.100	-.082	.100	-.090	.100	-.124
	.180	-.229	.120	-.136	.180	-.145	.180	-.142	.180	-.151
	.300	-.295	.180	-.161	.400	-.236	.300	-.211	.300	-.192
	.400	-.284	.250	-.205	.500	-.247	.400	-.224	.400	-.212
	.500	-.292	.300	-.267	.600	-.254	.500	-.245	.500	-.227
	.600	-.258	.400	-.263	.650	-.141	.600	-.222	.600	-.198
	.650	-.188	.500	-.283	.700	-.042	.650	-.129	.650	-.136
	.700	-.119	.600	-.256	.750	.069	.700	-.034	.700	-.047
	.750	-.010	.650	-.160	.800	.157				
	.800	.096	.700	-.058	.900	.246				
	.900	.186	.750	.060	.950	.252				
	.950	.193	.800	.138						
			.850	.179						
			.900	.234						
			.950	.254						

ORIGINAL PAGE IS
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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(a) $M = 0.80$ - Continued

$\alpha = 3.95^\circ$; $C_L = 0.512$

FUSELAGE		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913
X/L	CP	X/C CP	X/C CP	X/C CP	X/C CP	X/C CP
.731	-.217	0.000 .328	0.000 .637	0.000 .659	0.000 .770	0.000 .739
.747	-.200	.010 -1.266	.003 -.495	.010 -1.233	.010 -1.045	.010 -.878
.763	-.118	.030 -1.856	.010 -1.553	.030 -2.142	.030 -2.034	.030 -1.632
.778	-.067	.050 -1.785	.020 -1.929	.050 -2.069	.050 -1.933	.050 -1.415
.794	-.015	.100 -1.419	.025 -2.067	.100 -.983	.100 -.892	.100 -.734
.810	.007	.180 -1.038	.030 -2.217	.180 -.750	.180 -.757	.180 -.576
.825	.032	.300 -.658	.050 -2.045	.300 -.591	.300 -.580	.300 -.482
.841	.037	.350 -.589	.100 -1.016	.350 -.561	.350 -.544	.350 -.453
.857	.050	.400 -.525	.120 -.955	.400 -.529	.400 -.508	.400 -.439
.873	.068	.450 -.482	.180 -.784	.450 -.507	.450 -.483	.450 -.403
.888	.077	.500 -.454	.250 -.693	.500 -.483	.500 -.462	.500 -.410
		.550 -.443	.300 -.625	.550 -.458	.550 -.437	.550 -.397
		.600 -.408	.350 -.585	.600 -.437	.600 -.401	.600 -.364
		.650 -.365	.400 -.544	.650 -.396	.650 -.360	.650 -.337
		.700 -.308	.450 -.526	.700 -.324	.700 -.315	.700 -.312
		.750 -.275	.500 -.499	.750 -.268		
		.850 -.149	.550 -.463	.850 -.112		
		.950 .003	.600 -.436	.950 .041		
			.650 -.381			
			.700 -.330			
			.800 -.185			
			.900 -.023			
			.950 .058			
			0.000 0.000			
WING UPPER SURFACE						
X/C	CP	X/C	CP	X/C	CP	X/C
.005	.929	.005	.965	.005	.944	.005
.025	.529	.025	.398	.025	.388	.025
.050	.263	.050	.166	.050	.146	.050
.100	.020	.100	-.015	.100	.019	.100
.180	-.173	.120	-.053	.180	-.094	.180
.300	-.257	.180	-.108	.400	-.202	.300
.400	-.250	.250	-.145	.500	-.227	.400
.500	-.272	.300	-.224	.600	-.236	.500
.600	-.238	.400	-.217	.650	-.126	.600
.650	-.177	.500	-.253	.700	-.028	.650
.700	-.107	.600	-.237	.750	.072	.700
.750	-.006	.650	-.139	.800	.160	
.800	.105	.700	-.044	.900	.247	
.900	.189	.750	.067	.950	.252	
.950	.200	.800	.143			
		.850	.187			
		.900	.237			
		.950	.252			
WING LOWER SURFACE						
X/C	CP	X/C	CP	X/C	CP	X/C
.005	.925	.005	.866	.005	.925	.005
.025	.424	.025	.309	.025	.424	.025
.050	.167	.050	.087	.050	.167	.050
.100	-.008	.100	-.042	.100	-.008	.100
.180	-.088	.180	-.105	.180	-.088	.180
.300	-.173	.300	-.160	.300	-.173	.300
.400	-.190	.400	-.189	.400	-.190	.400
.500	-.221	.500	-.211	.500	-.221	.500
.600	-.202	.600	-.186	.600	-.202	.600
.650	-.114	.650	-.124	.650	-.114	.650
.700	-.032	.700	-.041	.700	-.032	.700

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(a) $M = 0.60$ - Concluded

$\alpha = 4.96^\circ$; $C_L = 0.808$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.219	0.000	.143	0.000	.518	0.000	.546	0.000	.666
.747	-.204	.010	-1.450	.003	-.680	.010	-1.472	.010	-1.228
.763	-.118	.030	-2.069	.010	-1.756	.030	-2.260	.030	-2.114
.778	-.064	.050	-2.031	.020	-2.159	.050	-2.214	.050	-2.101
.794	-.013	.100	-1.805	.025	-2.328	.100	-1.459	.100	-1.400
.810	.008	.180	-1.107	.030	-2.429	.180	-.858	.180	-.793
.825	.039	.300	-.709	.050	-2.255	.300	-.635	.300	-.602
.841	.036	.350	-.624	.100	-1.578	.350	-.593	.350	-.566
.857	.059	.400	-.561	.120	-1.245	.400	-.555	.400	-.536
.873	.073	.450	-.508	.180	-.841	.450	-.529	.450	-.497
.888	.081	.500	-.478	.250	-.724	.500	-.498	.500	-.474
		.550	-.453	.300	-.665	.550	-.462	.550	-.448
		.600	-.432	.350	-.610	.600	-.441	.600	-.409
		.650	-.369	.400	-.571	.650	-.385	.650	-.359
		.700	-.315	.450	-.544	.700	-.319	.700	-.310
		.750	-.269	.500	-.517	.750	-.265		
		.850	-.145	.550	-.479	.850	-.115		
		.950	-.001	.600	-.446	.950	.032		
				.650	-.381				
				.700	-.333				
				.800	-.185				
				.900	-.032				
				.950	.045				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.948	.005	.972	.005	.964	.005	.957	.005	.902
.025	.580	.025	.504	.025	.512	.025	.516	.025	.408
.050	.312	.050	.254	.050	.240	.050	.271	.050	.172
.100	.066	.100	.078	.100	.088	.100	.085	.100	.022
.180	-.140	.120	.044	.180	-.032	.180	-.016	.180	-.062
.300	-.214	.180	-.042	.400	-.160	.300	-.127	.300	-.118
.400	-.218	.250	-.097	.500	-.192	.400	-.158	.400	-.154
.500	-.246	.300	-.167	.600	-.215	.500	-.188	.500	-.184
.600	-.222	.400	-.181	.650	-.109	.600	-.183	.600	-.173
.650	-.163	.500	-.221	.700	-.017	.650	-.097	.650	-.111
.700	-.095	.600	-.211	.750	.080	.700	-.018	.700	-.031
.750	.004	.650	-.131	.800	.168				
.800	.103	.700	-.039	.900	.249				
.900	.192	.750	.071	.950	.252				
.950	.191	.800	.147						
		.850	.189						
		.900	.239						
		.950	.248						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(b) $M = 0.70$

$\alpha = -1.04^\circ$; $C_L = 0.016$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.175	0.000	1.006	0.000	1.019	0.000	1.012	0.000	.981	0.000	.941
.747	-.168	.010	.076	.003	.621	.010	.095	.010	.251	.010	.309
.763	-.048	.030	-.408	.010	-.056	.030	-.578	.030	-.531	.030	-.452
.778	-.046	.050	-.489	.020	-.371	.050	-.521	.050	-.506	.050	-.413
.794	-.004	.100	-.593	.025	-.427	.100	-.482	.100	-.436	.100	-.375
.810	.018	.180	-.633	.030	-.526	.180	-.426	.180	-.399	.180	-.327
.825	.039	.300	-.426	.050	-.586	.300	-.392	.300	-.364	.300	-.305
.841	.039	.350	-.392	.100	-.535	.350	-.358	.350	-.341	.350	-.272
.857	.063	.400	-.364	.120	-.472	.400	-.368	.400	-.342	.400	-.306
.873	.079	.450	-.343	.180	-.430	.450	-.374	.450	-.341	.450	-.269
.888	.082	.500	-.345	.250	-.411	.500	-.374	.500	-.352	.500	-.301
		.550	-.354	.300	-.399	.550	-.371	.550	-.366	.550	-.300
		.600	-.357	.350	-.377	.600	-.374	.600	-.341	.600	-.283
		.650	-.319	.400	-.382	.650	-.352	.650	-.315	.650	-.267
		.700	-.277	.450	-.386	.700	-.289	.700	-.281	.700	-.258
		.750	-.253	.500	-.401	.750	-.248				
		.850	-.142	.550	-.383	.850	-.093				
		.950	.014	.600	-.384	.950	.075				
				.650	-.337						
				.700	-.302						
				.800	-.175						
				.900	-.002						
				.950	.085						
				0.000	0.000						

WING LOWER SURFACE		WING LOWER SURFACE		WING LOWER SURFACE		WING LOWER SURFACE		WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.627	.005	.529	.005	.460	.005	.287	.005	.188	.005	.188
.025	.045	.025	-.434	.025	-.539	.025	-.468	.025	-.615	.025	-.615
.050	-.200	.050	-.568	.050	-.716	.050	-.641	.050	-.645	.050	-.645
.100	-.404	.100	-.601	.100	-.604	.100	-.614	.100	-.536	.100	-.536
.180	-.543	.120	-.615	.180	-.538	.180	-.524	.180	-.430	.180	-.430
.300	-.561	.180	-.548	.400	-.462	.300	-.479	.300	-.386	.300	-.386
.400	-.494	.250	-.519	.500	-.430	.400	-.427	.400	-.380	.400	-.380
.500	-.443	.300	-.546	.600	-.376	.500	-.402	.500	-.367	.500	-.367
.600	-.379	.400	-.490	.650	-.213	.600	-.326	.600	-.286	.600	-.286
.650	-.275	.500	-.470	.700	-.080	.650	-.190	.650	-.193	.650	-.193
.700	-.173	.600	-.373	.750	.050	.700	-.067	.700	-.070	.700	-.070
.750	-.046	.650	-.237	.800	.151						
.800	.076	.700	-.101	.900	.257						
.900	.182	.750	.031	.950	.269						
.950	.203	.800	.125								
		.850	.166								
		.900	.240								
		.950	.266								

ORIGINAL PAGE IS
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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(b) $M = 0.70$ - Continued

$\alpha = -0.06^\circ$; $C_L = 0.123$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.187	0.000	.920	0.000	1.012	0.000	1.002	0.000	1.003
.747	-.179	.010	-.144	.003	-.469	.010	-.123	.010	.055
.763	-.095	.030	-.645	.010	-.315	.030	-.970	.030	-.896
.778	-.054	.050	-.686	.020	-.581	.050	-.726	.050	-.695
.794	.001	.100	-.763	.025	-.749	.100	-.642	.100	-.575
.810	.013	.180	-.744	.030	-.807	.180	-.496	.180	-.497
.825	.036	.300	-.484	.050	-.813	.300	-.432	.300	-.429
.841	.044	.350	-.437	.100	-.679	.350	-.417	.350	-.397
.857	.066	.400	-.403	.120	-.643	.400	-.413	.400	-.399
.873	.079	.450	-.385	.180	-.517	.450	-.414	.450	-.396
.888	.086	.500	-.374	.250	-.482	.500	-.407	.500	-.392
		.550	-.384	.300	-.453	.550	-.405	.550	-.391
		.600	-.379	.350	-.439	.600	-.402	.600	-.368
		.650	-.338	.400	-.437	.650	-.371	.650	-.336
		.700	-.297	.450	-.429	.700	-.309	.700	-.291
		.750	-.261	.500	-.434	.750	-.262		
		.850	-.150	.550	-.418	.850	-.099		
		.950	.007	.600	-.406	.950	.071		
				.650	-.362				
				.700	-.319				
				.800	-.183				
				.900	-.008				
				.950	.085				
				0.000	0.000				
WING LOWER SURFACE									
		X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.726	.005	.675	.005	.579	.005	.478
		.025	.184	.025	-.219	.025	-.282	.025	-.235
		.050	-.070	.050	-.372	.050	-.456	.050	-.395
		.100	-.305	.100	-.482	.100	-.457	.100	-.486
		.180	-.459	.120	-.472	.180	-.431	.180	-.432
		.300	-.501	.180	-.450	.400	-.410	.300	-.427
		.400	-.439	.250	-.450	.500	-.401	.400	-.396
		.500	-.436	.300	-.498	.600	-.354	.500	-.379
		.600	-.354	.400	-.443	.650	-.202	.600	-.310
		.650	-.264	.500	-.435	.700	-.067	.650	-.179
		.700	-.161	.600	-.359	.750	.054	.700	-.059
		.750	-.039	.650	-.222	.800	.151		
		.800	.083	.700	-.094	.900	.255		
		.900	.183	.750	.042	.950	.270		
		.950	.201	.800	.129				
				.850	.175				
				.900	.246				
				.950	.271				

ORIGINAL PAGE IS
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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(b) $M = 0.70$ - Continued

$\alpha = 0.95^\circ$; $C_L = 0.228$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.200	0.000	-.832	0.000	-.969	0.000	-.986	0.000	-.998	0.000	-.961
.747	-.185	.010	-.325	.003	-.307	.010	-.355	.010	-.184	.010	-.065
.763	-.100	.030	-.840	.010	-.507	.030	-1.294	.030	-1.215	.030	-.981
.778	-.054	.050	-.898	.020	-.884	.050	-1.086	.050	-1.076	.050	-.782
.794	-.003	.100	-.943	.025	-.988	.100	-.696	.100	-.739	.100	-.587
.810	.016	.180	-.868	.030	-1.163	.180	-.578	.180	-.597	.180	-.423
.825	.038	.300	-.538	.050	-1.138	.300	-.500	.300	-.485	.300	-.400
.841	.042	.350	-.484	.100	-.875	.350	-.474	.350	-.456	.350	-.370
.857	.066	.400	-.446	.120	-.797	.400	-.465	.400	-.439	.400	-.384
.873	.080	.450	-.416	.180	-.579	.450	-.458	.450	-.429	.450	-.346
.888	.086	.500	-.396	.250	-.554	.500	-.442	.500	-.422	.500	-.361
		.550	-.403	.300	-.520	.550	-.428	.550	-.421	.550	-.353
		.600	-.395	.350	-.499	.600	-.423	.600	-.389	.600	-.330
		.650	-.351	.400	-.477	.650	-.383	.650	-.349	.650	-.308
		.700	-.303	.450	-.467	.700	-.319	.700	-.306	.700	-.297
		.750	-.247	.500	-.462	.750	-.264				
		.850	-.146	.550	-.442	.850	-.101				
		.950	.014	.600	-.427	.950	.074				
				.650	-.372						
				.700	-.326						
				.800	-.183						
				.900	-.004						
				.950	.088						
				0.000	0.000						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	-.810	.005	.790
.025	-.282	.025	-.029
.050	-.023	.050	-.235
.100	-.215	.100	-.330
.180	-.388	.120	-.340
.300	-.448	.180	-.355
.400	-.403	.250	-.366
.500	-.398	.300	-.427
.600	-.330	.400	-.392
.650	-.240	.500	-.397
.700	-.148	.600	-.333
.750	-.029	.650	-.211
.800	.092	.700	-.084
.900	.189	.750	.048
.950	.204	.800	.134
		.850	.184
		.900	.251
		.950	.272

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.628	.005	.722	.005	.628	.005	.574
.025	.004	.025	-.051	.025	.004	.025	-.161
.050	-.240	.050	-.289	.050	-.240	.050	-.308
.100	-.323	.100	-.333	.100	-.323	.100	-.329
.180	-.330	.180	-.358	.180	-.330	.180	-.300
.300	-.364	.400	-.364	.300	-.364	.300	-.302
.400	-.340	.500	-.364	.400	-.340	.400	-.303
.500	-.346	.600	-.332	.500	-.346	.500	-.314
.600	-.291	.650	-.189	.600	-.291	.600	-.254
.650	-.166	.700	-.057	.650	-.166	.650	-.170
.700	-.055	.750	.059	.700	-.055	.700	-.052
		.800	.159				
		.900	.256				
		.950	.269				

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(b) M = 0.70 - Continued

$\alpha = 1.98^\circ$; $C_L = 0.335$

FUSELAGE		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP
.751	-.201	0.000	.755	0.000	.938	0.000	.944
.747	-.190	.010	-.543	.003	.139	.010	-.276
.763	-.104	.030	-1.009	.010	-.705	.030	-1.226
.778	-.053	.050	-1.113	.020	-1.032	.050	-1.126
.794	-.000	.100	-1.116	.025	-1.175	.100	-1.532
.810	.019	.180	-1.126	.030	-1.341	.180	-.495
.825	.043	.300	-.559	.050	-1.410	.300	-.441
.841	.044	.350	-.521	.100	-1.260	.350	-.415
.857	.066	.400	-.482	.120	-1.321	.400	-.416
.873	.080	.450	-.438	.180	-.580	.450	-.369
.888	.086	.500	-.422	.250	-.599	.500	-.386
		.550	-.422	.300	-.558	.550	-.373
		.600	-.407	.350	-.534	.600	-.349
		.650	-.353	.400	-.512	.650	-.321
		.700	-.305	.450	-.495	.700	-.303
		.750	-.266	.500	-.490		
		.850	-.140	.550	-.460		
		.950	.021	.600	-.440		
				.650	-.381		
				.700	-.324		
				.800	-.179		
				.900	-.001		
				.950	.083		
				0.900	0.000		

WING UPPER SURFACE	
X/C	CP
.005	.822
.025	.114
.050	-.147
.100	-.192
.180	-.261
.400	-.314
.500	-.324
.600	-.314
.650	-.170
.700	-.051
.750	.073
.800	.164
.900	.261
.950	.270

WING LOWER SURFACE	
X/C	CP
.005	.754
.025	.146
.050	-.101
.100	-.239
.180	-.255
.300	-.311
.400	-.308
.500	-.320
.600	-.272
.650	-.155
.700	-.047

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(b) $M = 0.70$ - Continued

$\alpha = 2.94^\circ$; $C_L = 0.443$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.209	0.000	.645	0.000	.866	0.000	.884	0.000	.888
.747	-.194	.010	-.670	.003	.030	.010	-.647	.010	-.559
.763	-.100	.030	-1.166	.010	-.870	.030	-1.609	.030	-1.438
.778	-.051	.050	-1.264	.020	-1.205	.050	-1.733	.050	-1.418
.794	.002	.100	-1.275	.025	-1.358	.100	-1.528	.100	-1.027
.810	.021	.180	-1.349	.030	-1.528	.180	-.820	.180	-.521
.825	.046	.300	-.530	.050	-1.641	.300	-.527	.300	-.468
.841	.048	.350	-.516	.100	-1.588	.350	-.519	.350	-.448
.857	.065	.400	-.480	.120	-1.496	.400	-.510	.400	-.440
.873	.083	.450	-.446	.180	-1.296	.450	-.491	.450	-.391
.888	.090	.500	-.435	.250	-.540	.500	-.475	.500	-.412
		.550	-.425	.300	-.534	.550	-.455	.550	-.396
		.600	-.410	.350	-.531	.600	-.440	.600	-.364
		.650	-.365	.400	-.509	.650	-.399	.650	-.338
		.700	-.313	.450	-.500	.700	-.327	.700	-.319
		.750	-.262	.500	-.496	.750	-.264		
		.850	-.140	.550	-.465	.850	-.099		
		.950	.015	.600	-.439	.950	.067		
				.650	-.384				
				.700	-.329				
				.800	-.179				
				.900	-.003				
				.950	.080				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.910	.005	.916	.005	.891	.005	.839	.005	.791
.025	.455	.025	.236	.025	.234	.025	.265	.025	.185
.050	.170	.050	.029	.050	-.017	.050	.012	.050	-.044
.100	-.050	.100	-.133	.100	-.087	.100	-.113	.100	-.124
.160	-.255	.120	-.152	.180	-.198	.180	-.163	.180	-.189
.300	-.342	.180	-.188	.400	-.273	.300	-.252	.300	-.218
.400	-.316	.250	-.236	.500	-.294	.400	-.264	.400	-.237
.500	-.339	.300	-.310	.600	-.288	.500	-.284	.500	-.261
.600	-.287	.400	-.304	.650	-.155	.600	-.255	.600	-.221
.650	-.206	.500	-.321	.700	-.040	.650	-.136	.650	-.145
.700	-.124	.600	-.287	.750	.080	.700	-.037	.700	-.045
.750	-.003	.650	-.166	.800	.174				
.800	.109	.700	-.058	.900	.264				
.900	.202	.750	.074	.950	.278				
.950	.211	.800	.156						
		.850	.199						
		.900	.261						
		.950	.280						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(b) $M = 0.70$ - Continued

$\alpha = 3.95^\circ$; $C_L = 0.557$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.211	0.000	.536	0.000	.788	0.000	.819	0.000	.877	0.000	.822	0.000	.822	0.000	.822				
.747	-.192	.010	-.813	.003	-.116	.010	-.785	.010	-.622	.010	-.584	.010	-.584	.010	-.584				
.763	-.102	.030	-1.402	.010	-1.010	.030	-1.733	.030	-1.687	.030	-1.581	.030	-1.581	.030	-1.581				
.778	-.050	.050	-1.396	.020	-1.345	.050	-1.825	.050	-1.821	.050	-1.578	.050	-1.578	.050	-1.578				
.794	.003	.100	-1.430	.025	-1.475	.100	-1.741	.100	-1.669	.100	-1.495	.100	-1.495	.100	-1.495				
.810	.027	.180	-1.545	.030	-1.621	.180	-1.634	.180	-1.472	.180	-.615	.180	-.615	.180	-.615				
.825	.048	.300	-.720	.050	-1.766	.300	-.484	.300	-.496	.300	-.503	.300	-.503	.300	-.503				
.841	.052	.350	-.488	.100	-1.743	.350	-.466	.350	-.464	.350	-.473	.350	-.473	.350	-.473				
.857	.070	.400	-.454	.120	-1.709	.400	-.472	.400	-.454	.400	-.466	.400	-.466	.400	-.466				
.873	.083	.450	-.436	.180	-1.592	.450	-.467	.450	-.456	.450	-.422	.450	-.422	.450	-.422				
.888	.092	.500	-.424	.250	-.775	.500	-.462	.500	-.441	.500	-.433	.500	-.433	.500	-.433				
		.550	-.423	.300	-.494	.550	-.445	.550	-.430	.550	-.416	.550	-.416	.550	-.416				
		.600	-.396	.350	-.478	.600	-.427	.600	-.401	.600	-.383	.600	-.383	.600	-.383				
		.650	-.351	.400	-.484	.650	-.390	.650	-.350	.650	-.354	.650	-.354	.650	-.354				
		.700	-.306	.450	-.486	.700	-.321	.700	-.306	.700	-.334	.700	-.334	.700	-.334				
		.750	-.263	.500	-.484	.750	-.260												
		.850	-.137	.550	-.452	.850	-.100												
		.950	.018	.600	-.438	.950	.065												
				.650	-.380														
				.700	-.325														
				.800	-.176														
				.900	-.006														
				.950	.083														
				0.000	0.000														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.005	.943	.005	.959	.005	.934	.005	.914	.005	.856	.005	.856	.005	.856				
		.025	.526	.025	.364	.025	.347	.025	.368	.025	.275	.025	.275	.025	.275				
		.050	.259	.050	.132	.050	.108	.050	.156	.050	.060	.050	.060	.050	.060				
		.100	.008	.100	-.041	.100	-.019	.100	-.031	.100	-.069	.100	-.069	.100	-.069				
		.180	-.195	.120	-.072	.180	-.122	.180	-.103	.180	-.131	.180	-.131	.180	-.131				
		.300	-.274	.180	-.128	.400	-.223	.300	-.201	.300	-.176	.300	-.176	.300	-.176				
		.400	-.272	.250	-.169	.500	-.255	.400	-.222	.400	-.203	.400	-.203	.400	-.203				
		.500	-.300	.300	-.254	.600	-.257	.500	-.251	.500	-.236	.500	-.236	.500	-.236				
		.600	-.261	.400	-.256	.650	-.134	.600	-.232	.600	-.196	.600	-.196	.600	-.196				
		.650	-.135	.500	-.296	.700	-.023	.650	-.126	.650	-.132	.650	-.132	.650	-.132				
		.700	-.109	.600	-.260	.750	.092	.700	-.024	.700	-.033	.700	-.033	.700	-.033				
		.750	.007	.650	-.150	.800	.183												
		.800	.119	.700	-.044	.900	.273												
		.900	.208	.750	.085	.950	.283												
		.950	.214	.800	.162														
				.850	.205														
				.900	.268														
				.950	.284														

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(b) $M = 0.70$ - Concluded

$\alpha = 4.97^\circ$; $C_L = 0.658$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.208	0.000	.455	0.000	.711	0.000	.746	0.000	.739
.747	-.184	.010	-.970	.003	-.265	.010	-.897	.010	-.724
.763	-.096	.030	-1.568	.010	-1.131	.030	-1.849	.030	-1.696
.778	-.043	.050	-1.555	.020	-1.473	.050	-1.959	.050	-1.736
.794	.007	.100	-1.605	.025	-1.625	.100	-1.894	.100	-1.653
.810	.031	.180	-1.659	.030	-1.746	.180	-1.730	.180	-.890
.825	.052	.300	-1.072	.050	-1.881	.300	-.810	.300	-.550
.841	.053	.350	-.610	.100	-1.867	.350	-.527	.350	-.518
.857	.073	.400	-.473	.120	-1.839	.400	-.440	.400	-.491
.873	.087	.450	-.426	.180	-1.730	.450	-.421	.450	-.438
.888	.092	.500	-.405	.250	-1.440	.500	-.424	.500	-.442
		.550	-.396	.300	-.755	.550	-.403	.550	-.427
		.600	-.386	.350	-.552	.600	-.404	.600	-.395
		.650	-.337	.400	-.457	.650	-.361	.650	-.363
		.700	-.279	.450	-.443	.700	-.292	.700	-.338
		.750	-.249	.500	-.441	.750	-.245		
		.850	-.118	.550	-.428	.850	-.093		
		.950	.009	.600	-.410	.950	.059		
				.650	-.356				
				.700	-.307				
				.800	-.164				
				.900	-.007				
				.950	.078				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.968	.005	.981	.005	.971	.005	.939	.005	.894
.025	.601	.025	.471	.025	.451	.025	.486	.025	.378
.050	.326	.050	.214	.050	.213	.050	.210	.050	.136
.100	.089	.100	.048	.100	.088	.100	.050	.100	.010
.180	-.133	.120	.014	.180	-.046	.180	-.037	.180	-.083
.300	-.238	.180	-.066	.400	-.184	.300	-.152	.300	-.144
.400	-.238	.250	-.109	.500	-.221	.400	-.183	.400	-.181
.500	-.275	.300	-.207	.600	-.237	.500	-.223	.500	-.211
.600	-.241	.400	-.219	.650	-.112	.600	-.212	.600	-.191
.650	-.169	.500	-.258	.700	-.011	.650	-.109	.650	-.120
.700	-.095	.600	-.242	.750	.100	.700	-.018	.700	-.030
.750	.012	.650	-.139	.800	.188				
.800	.122	.700	-.033	.900	.275				
.900	.207	.750	.088	.950	.282				
.950	.213	.800	.167						
		.850	.211						
		.900	.269						
		.950	.283						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(c) $M = 0.75$

$\alpha = -1.07^\circ$; $C_L = 0.005$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.184	0.000	1.041	0.000	1.037	0.000	1.014	0.000	.950	
.747	-.167	.010	.086	.003	.653	.010	.124	.010	.314	
.763	-.086	.030	-.381	.010	-.602	.030	-.640	.030	-.508	
.778	-.034	.050	-.489	.020	-.294	.050	-.548	.050	-.501	
.794	.008	.100	-.595	.025	-.422	.100	-.513	.100	-.388	
.810	.029	.180	-.677	.030	-.529	.180	-.442	.180	-.332	
.825	.045	.300	-.450	.050	-.517	.300	-.424	.300	-.324	
.841	.050	.350	-.401	.100	-.573	.350	-.384	.350	-.294	
.857	.074	.400	-.377	.120	-.523	.400	-.395	.400	-.324	
.873	.085	.450	-.360	.180	-.405	.450	-.412	.450	-.295	
.888	.095	.500	-.362	.250	-.449	.500	-.410	.500	-.328	
		.550	-.373	.300	-.432	.550	-.401	.550	-.320	
		.600	-.375	.350	-.415	.600	-.410	.600	-.301	
		.650	-.341	.400	-.407	.650	-.380	.650	-.284	
		.700	-.292	.450	-.413	.700	-.307	.700	-.274	
		.750	-.257	.500	-.432	.750	-.257			
		.850	-.141	.550	-.416	.850	-.088			
		.950	.024	.600	-.416	.950	.091			
				.650	-.362					
				.700	-.316					
				.800	-.175					
				.900	.006					
				.950	.102					
				0.000	0.000					
		WING LOWER SURFACE								
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.632	.005	.578	.005	.435	.005	.252	.005	.227
	.025	.098	.025	-.382	.025	-.493	.025	-.421	.025	-.600
	.050	-.156	.050	-.575	.050	-.718	.050	-.686	.050	-.682
	.100	-.374	.100	-.682	.100	-.642	.100	-.699	.100	-.544
	.180	-.568	.120	-.674	.180	-.595	.180	-.579	.180	-.472
	.300	-.637	.180	-.604	.400	-.508	.300	-.534	.300	-.414
	.400	-.538	.250	-.582	.500	-.469	.400	-.474	.400	-.412
	.500	-.513	.300	-.641	.600	-.387	.500	-.443	.500	-.402
	.600	-.404	.400	-.562	.650	-.210	.600	-.343	.600	-.301
	.650	-.283	.500	-.520	.700	-.067	.650	-.188	.650	-.198
	.700	-.177	.600	-.393	.750	.061	.700	-.055	.700	-.064
	.750	-.044	.650	-.234	.800	.159				
	.800	.081	.700	-.091	.900	.267				
	.900	.188	.750	.045	.950	.283				
	.950	.211	.800	.133						
			.850	.177						
			.900	.252						
			.950	.280						

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(c) M = 0.75 - Continued

$\alpha = -0.06^\circ$; $C_L = 0.122$

FUSELAGE		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913
X/L	CP	X/C CP	X/C CP	X/C CP	X/C CP	X/C CP
.731	-.192	0.000 .964	0.000 1.035	0.000 1.018	0.000 1.019	0.000 .976
.747	-.180	.010 -.051	.003 .510	.010 -.089	.010 .088	.010 .149
.763	-.088	.030 -.582	.010 -.214	.030 -.980	.030 -.890	.030 -.710
.778	-.039	.050 -.664	.020 -.535	.050 -.846	.050 -.844	.050 -.637
.794	.011	.100 -.729	.025 -.650	.100 -.689	.100 -.635	.100 -.523
.810	.031	.180 -.849	.030 -.765	.180 -.531	.180 -.551	.180 -.391
.825	.047	.300 -.476	.050 -.893	.300 -.472	.300 -.449	.300 -.380
.841	.053	.350 -.443	.100 -.733	.350 -.448	.350 -.421	.350 -.350
.857	.074	.400 -.410	.120 -.730	.400 -.440	.400 -.423	.400 -.358
.873	.083	.450 -.388	.180 -.543	.450 -.442	.450 -.415	.450 -.328
.888	.092	.500 -.387	.250 -.508	.500 -.443	.500 -.418	.500 -.358
		.550 -.405	.300 -.492	.550 -.436	.550 -.421	.550 -.354
		.600 -.399	.350 -.461	.600 -.433	.600 -.390	.600 -.331
		.650 -.349	.400 -.456	.650 -.391	.650 -.356	.650 -.310
		.700 -.300	.450 -.451	.700 -.316	.700 -.307	.700 -.292
		.750 -.271	.500 -.444	.750 -.263		
		.850 -.142	.550 -.445	.850 -.087		
		.950 -.024	.600 -.435	.950 .091		
			.650 -.376			
			.700 -.322			
			.800 -.173			
			.900 .014			
			.950 .103			
			0.000 0.000			
WING UPPER SURFACE						
X/C	CP	X/C	CP	X/C	CP	X/C
.005	.736	.005	.666	.005	.614	.005
.025	.193	.025	-.187	.025	-.233	.025
.050	-.045	.050	-.382	.050	-.475	.050
.100	-.290	.100	-.498	.100	-.481	.100
.180	-.485	.120	-.525	.180	-.481	.180
.300	-.567	.180	-.494	.400	-.461	.300
.400	-.499	.250	-.481	.500	-.436	.400
.500	-.484	.300	-.554	.600	-.377	.500
.600	-.378	.400	-.494	.650	-.203	.600
.650	-.273	.500	-.484	.700	-.063	.650
.700	-.162	.600	-.379	.750	.065	.700
.750	-.033	.650	-.229	.800	.161	
.800	.086	.700	-.087	.900	.265	
.900	.190	.750	.050	.950	.278	
.950	.209	.800	.135			
		.850	.182			
		.900	.252			
		.950	.280			
WING LOWER SURFACE						
X/C	CP	X/C	CP	X/C	CP	X/C
.005	.411	.005	.469	.005	.469	.005
.025	-.362	.025	-.213	.025	-.213	.025
.050	-.522	.050	-.431	.050	-.431	.050
.100	-.467	.100	-.486	.100	-.486	.100
.180	-.392	.180	-.466	.180	-.466	.180
.300	-.390	.300	-.469	.300	-.469	.300
.400	-.370	.400	-.428	.400	-.428	.400
.500	-.368	.500	-.413	.500	-.413	.500
.600	-.285	.600	-.327	.600	-.327	.600
.650	-.188	.650	-.182	.650	-.182	.650
.700	-.059	.700	-.053	.700	-.053	.700

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(c) $M = 0.75$ - Continued

$\alpha = 0.93^\circ$; $C_L = 0.233$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.202	0.000	.884	0.000	1.003	0.000	1.013	0.000	.974	
.747	-.180	.010	-.253	.003	.393	.010	-.057	.010	-.020	
.763	-.090	.030	-.744	.010	-.366	.030	-1.075	.030	-.970	
.778	-.037	.050	-.813	.020	-.683	.050	-1.121	.050	-.985	
.794	.008	.100	-.885	.025	-.643	.100	-.964	.100	-.677	
.810	.028	.180	-1.038	.030	-.999	.180	-.545	.180	-.445	
.825	.051	.300	-.444	.050	-1.086	.300	-.501	.300	-.423	
.841	.053	.350	-.446	.100	-1.037	.350	-.473	.350	-.402	
.857	.079	.400	-.434	.120	-1.026	.400	-.462	.400	-.397	
.873	.087	.450	-.409	.180	-.910	.450	-.453	.450	-.362	
.888	.096	.500	-.404	.250	-.471	.500	-.447	.500	-.379	
		.550	-.412	.300	-.525	.550	-.440	.550	-.373	
		.600	-.420	.350	-.506	.600	-.409	.600	-.353	
		.650	-.358	.400	-.495	.650	-.366	.650	-.331	
		.700	-.308	.450	-.489	.700	-.312	.700	-.309	
		.750	-.263	.500	-.492	.750	-.260			
		.850	-.142	.550	-.464	.850	-.082			
		.950	.025	.600	-.448	.950	.090			
				.650	-.384					
				.700	-.327					
				.800	-.170					
				.900	.013					
				.950	.103					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.816	.005	.772	.005	.729	.005	.615	.005	.602
	.025	.325	.025	-.033	.025	-.071	.025	-.038	.025	-.156
	.050	.040	.050	-.240	.050	-.307	.050	-.266	.050	-.326
	.100	-.206	.100	-.381	.100	-.364	.100	-.397	.100	-.354
	.180	-.398	.120	-.388	.180	-.397	.180	-.372	.180	-.345
	.300	-.490	.180	-.395	.400	-.411	.300	-.409	.300	-.337
	.400	-.445	.250	-.404	.500	-.402	.400	-.389	.400	-.338
	.500	-.439	.300	-.496	.600	-.359	.500	-.392	.500	-.342
	.600	-.358	.400	-.436	.650	-.191	.600	-.311	.600	-.269
	.650	-.250	.500	-.444	.700	-.054	.650	-.171	.650	-.174
	.700	-.149	.600	-.358	.750	.068	.700	-.047	.700	-.048
	.750	-.022	.650	-.214	.800	.168				
	.800	.095	.700	-.075	.900	.270				
	.900	.200	.750	.059	.950	.280				
	.950	.214	.800	.147						
			.850	.190						
			.900	.264						
			.950	.281						

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(c) $M = 0.75$ - Continued

$\alpha = 1.95^\circ$; $C_L = 0.358$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.202	0.000	.831	0.000	.974	0.000	.981	0.000	1.008
.747	-.190	.010	-.377	.003	.290	.010	-.347	.010	-.176
.763	-.092	.030	-.917	.010	-.515	.030	-1.249	.030	-1.216
.778	-.040	.050	-.960	.020	-.813	.050	-1.343	.050	-1.304
.794	.008	.100	-.973	.025	-.966	.100	-1.287	.100	-1.267
.810	.031	.180	-1.165	.030	-1.125	.180	-1.188	.180	-1.107
.825	.053	.300	-1.195	.050	-1.248	.300	-.544	.300	-.354
.841	.060	.350	-.479	.100	-1.255	.350	-.373	.350	-.417
.857	.079	.400	-.391	.120	-1.230	.400	-.441	.400	-.433
.873	.092	.450	-.386	.180	-1.184	.450	-.460	.450	-.434
.888	.095	.500	-.396	.250	-1.072	.500	-.462	.500	-.439
		.550	-.411	.300	-.542	.550	-.451	.550	-.441
		.600	-.407	.350	-.378	.600	-.449	.600	-.406
		.650	-.355	.400	-.435	.650	-.399	.650	-.366
		.700	-.303	.450	-.453	.700	-.325	.700	-.313
		.750	-.265	.500	-.470	.750	-.263		
		.850	-.138	.550	-.461	.850	-.088		
		.950	.026	.600	-.446	.950	.090		
				.650	-.390				
				.700	-.328				
				.800	-.173				
				.900	.011				
				.950	.102				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.866	.005	.841	.005	.804	.005	.731	.005	.675
.025	.392	.025	.090	.025	.082	.025	.097	.025	.003
.050	.137	.050	-.106	.050	-.157	.050	-.100	.050	-.185
.100	-.124	.100	-.275	.100	-.234	.100	-.277	.100	-.260
.180	-.334	.120	-.286	.180	-.294	.180	-.280	.180	-.274
.300	-.418	.180	-.307	.400	-.353	.300	-.346	.300	-.283
.400	-.388	.250	-.321	.500	-.365	.400	-.335	.400	-.300
.500	-.409	.300	-.412	.600	-.336	.500	-.350	.500	-.316
.600	-.334	.400	-.392	.650	-.175	.600	-.291	.600	-.255
.650	-.236	.500	-.391	.700	-.041	.650	-.152	.650	-.165
.700	-.136	.600	-.331	.750	.080	.700	-.037	.700	-.045
.750	-.012	.650	-.196	.800	.179				
.800	.108	.700	-.064	.900	.279				
.900	.212	.750	.068	.950	.289				
.950	.219	.800	.155						
		.850	.201						
		.900	.265						
		.950	.292						

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(c) $M = 0.75$ - Continued

$\alpha = 2.94^\circ$; $C_L = 0.483$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.200	0.000	.715	0.000	.927	0.000	.935	0.000	.984
.747	-.182	.010	-.513	.003	.159	.010	-.448	.010	-.308
.763	-.087	.030	-1.067	.010	-.632	.030	-1.352	.030	-1.311
.778	-.036	.050	-1.073	.020	-.967	.050	-1.476	.050	-1.442
.794	.018	.100	-1.136	.025	-1.104	.100	-1.413	.100	-1.418
.810	.036	.180	-1.248	.030	-1.243	.180	-1.343	.180	-1.335
.825	.056	.300	-1.314	.050	-1.373	.300	-1.246	.300	-1.087
.841	.061	.350	-.840	.100	-1.370	.350	-.702	.350	-.383
.857	.079	.400	-.477	.120	-1.390	.400	-.325	.400	-.329
.873	.090	.450	-.385	.180	-1.322	.450	-.320	.450	-.351
.888	.100	.500	-.368	.250	-1.266	.500	-.366	.500	-.386
		.550	-.380	.300	-1.229	.550	-.397	.550	-.385
		.600	-.378	.350	-.896	.600	-.402	.600	-.383
		.650	-.340	.400	-.364	.650	-.373	.650	-.339
		.700	-.284	.450	-.352	.700	-.296	.700	-.295
		.750	-.250	.500	-.396	.750	-.258		
		.850	-.127	.550	-.406	.850	-.084		
		.950	.030	.600	-.413	.950	.089		
				.650	-.361				
				.700	-.313				
				.800	-.168				
				.900	.012				
				.950	.102				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.921	.005	.910	.005	.880	.005	.813	.005	.770
.025	.471	.025	.240	.025	.199	.025	.241	.025	.129
.050	.205	.050	-.002	.050	-.043	.050	-.004	.050	-.096
.100	-.050	.100	-.144	.100	-.113	.100	-.140	.100	-.174
.180	-.260	.120	-.167	.180	-.218	.180	-.187	.180	-.215
.300	-.370	.180	-.216	.400	-.298	.300	-.279	.300	-.246
.400	-.342	.250	-.259	.500	-.325	.400	-.291	.400	-.262
.500	-.369	.300	-.348	.600	-.307	.500	-.308	.500	-.288
.600	-.307	.400	-.326	.650	-.153	.600	-.264	.600	-.238
.650	-.213	.500	-.355	.700	-.024	.650	-.138	.650	-.152
.700	-.121	.600	-.304	.750	.094	.700	-.026	.700	-.036
.750	.002	.650	.168	.800	.191				
.800	.120	.700	-.051	.900	.289				
.900	.217	.750	.088	.950	.300				
.950	.228	.800	.171						
		.850	.214						
		.900	.281						
		.950	.303						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(c) $M = 0.75$ - Continued

$\alpha = 3.95^\circ$; $C_L = 0.605$

FUSELAGE		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913
X/L	CP	X/C CP	X/C CP	X/C CP	X/C CP	X/C CP
.731	-.178	0.000 .624	0.000 .859	0.000 .829	0.000 .935	0.000 .875
.747	-.165	.010 -.631	.003 -.045	.010 -.542	.010 -.432	.010 -.404
.763	-.080	.030 -1.202	.010 -.747	.030 -1.445	.030 -1.392	.030 -1.338
.778	-.027	.050 -1.178	.020 -1.085	.050 -1.540	.050 -1.532	.050 -1.498
.794	.022	.100 -1.274	.025 -1.195	.100 -1.509	.100 -1.510	.100 -1.466
.810	.042	.180 -1.387	.030 -1.329	.180 -1.465	.180 -1.497	.180 -1.291
.825	.060	.300 -1.462	.050 -1.473	.300 -1.348	.300 -1.351	.300 -.468
.841	.063	.350 -1.356	.100 -1.514	.350 -1.333	.350 -1.232	.350 -.393
.857	.087	.400 -.713	.120 -1.494	.400 -1.017	.400 -.630	.400 -.419
.873	.094	.450 -.463	.180 -1.452	.450 -.435	.450 -.408	.450 -.395
.888	.098	.500 -.380	.250 -1.399	.500 -.291	.500 -.304	.500 -.426
		.550 -.366	.300 -1.396	.550 -.278	.550 -.302	.550 -.416
		.600 -.340	.350 -1.385	.600 -.314	.600 -.293	.600 -.384
		.650 -.302	.400 -1.079	.650 -.303	.650 -.285	.650 -.362
		.700 -.261	.450 -.466	.700 -.258	.700 -.256	.700 -.344
		.750 -.220	.500 -.339	.750 -.218		
		.850 -.106	.550 -.313	.850 -.066		
		.950 .028	.600 -.325	.950 .094		
			.650 -.307			
			.700 -.261			
			.800 -.144			
			.900 .022			
			.950 .107			
			0.000 0.000			
WING LOWER SURFACE		X/C CP	X/C CP	X/C CP	X/C CP	X/C CP
		.005 .958	.005 .963	.005 .926	.005 .897	.005 .824
		.025 .543	.025 .342	.025 .310	.025 .358	.025 .244
		.050 .278	.050 .098	.050 .080	.050 .109	.050 .013
		.100 .016	.100 -.059	.100 -.040	.100 -.052	.100 -.107
		.180 -.198	.120 -.094	.180 -.153	.180 -.124	.180 -.165
		.300 -.294	.180 -.152	.400 -.264	.300 -.237	.300 -.207
		.400 -.310	.250 -.190	.500 -.282	.400 -.251	.400 -.241
		.500 -.328	.300 -.278	.600 -.274	.500 -.278	.500 -.263
		.600 -.278	.400 -.279	.650 -.138	.600 -.242	.600 -.213
		.650 -.195	.500 -.313	.700 -.015	.650 -.123	.650 -.142
		.700 -.107	.600 -.278	.750 .106	.700 -.018	.700 -.031
		.750 .016	.650 -.151	.800 .200		
		.800 .129	.700 -.028	.900 .297		
		.900 .223	.750 .097	.950 .305		
		.950 .225	.800 .179			
			.850 .222			
			.900 .293			
			.950 .306			

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(c) $M = 0.75$ - Concluded

$\alpha = 4.98^\circ$; $C_L = 0.712$

		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913			
FUSELAGE				WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.157	0.000	.536	0.000	.817	0.000	.896	0.000	.820
.747	-.149	.010	-.798	.003	-.047	.010	-.506	.010	-.516
.763	-.074	.030	-1.343	.010	-.884	.030	-1.469	.030	-1.419
.778	-.029	.050	-1.300	.020	-1.200	.050	-1.621	.050	-1.587
.794	.023	.100	-1.416	.025	-1.303	.100	-1.602	.100	-1.569
.810	.046	.180	-1.477	.030	-1.442	.180	-1.575	.180	-1.397
.825	.073	.300	-1.556	.050	-1.588	.300	-1.470	.300	-1.156
.841	.072	.350	-1.385	.100	-1.603	.350	-1.362	.350	-.807
.857	.093	.400	-.872	.120	-1.584	.400	-.897	.400	-.395
.873	.098	.450	-.698	.180	-1.543	.450	-.657	.450	-.379
.888	.105	.500	-.504	.250	-1.521	.500	-.465	.500	-.417
		.550	-.402	.300	-1.502	.550	-.330	.550	-.421
		.600	-.334	.350	-1.485	.600	-.284	.600	-.397
		.650	-.268	.400	-1.251	.650	-.244	.650	-.368
		.700	-.222	.450	-.765	.700	-.210	.700	-.350
		.750	-.171	.500	-.568	.750	-.154		
		.850	-.098	.550	-.350	.850	-.045		
		.950	-.034	.600	-.276	.950	.091		
				.650	-.251				
				.700	-.226				
				.800	-.118				
				.900	.022				
				.950	.100				
				0.000	0.000				
		X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.976	.005	.983	.005	.964	.005	.958
		.025	.617	.025	.422	.025	.426	.025	.327
		.050	.332	.050	.200	.050	.167	.050	.089
		.100	.075	.100	.038	.100	.043	.100	-.047
		.180	-.128	.120	-.022	.180	-.074	.180	-.120
		.300	-.251	.180	-.085	.400	-.213	.300	-.178
		.400	-.263	.250	-.128	.500	-.249	.400	-.208
		.500	-.303	.300	-.229	.600	-.259	.500	-.240
		.600	-.268	.400	-.241	.650	-.123	.600	-.208
		.650	-.186	.500	-.284	.700	-.007	.650	-.131
		.700	-.106	.600	-.258	.750	.105	.700	-.027
		.750	.009	.650	-.146	.800	.204		
		.800	.126	.700	-.030	.900	.297		
		.900	.209	.750	.096	.950	.305		
		.950	.204	.800	.176				
				.850	.223				
				.900	.286				
				.950	.300				

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(d) $M = 0.775$

$\alpha = -1.07^\circ$; $C_L = 0.001$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.187	0.000	1.039	0.000	1.046	0.000	1.025	0.000	.984	0.000	.961
.747	-.174	.010	.162	.003	.665	.010	.132	.010	.293	.010	.308
.763	-.083	.030	-.389	.010	-.004	.030	-.718	.030	-.518	.030	-.522
.778	-.032	.050	-.470	.020	-.297	.050	-.550	.050	-.516	.050	-.480
.794	.012	.100	-.554	.025	-.452	.100	-.533	.100	-.528	.100	-.400
.810	.029	.180	-.726	.030	-.495	.180	-.469	.180	-.467	.180	-.359
.825	.055	.300	-.440	.050	-.680	.300	-.437	.300	-.430	.300	-.339
.841	.054	.350	-.415	.100	-.607	.350	-.410	.350	-.384	.350	-.315
.857	.081	.400	-.390	.120	-.579	.400	-.428	.400	-.391	.400	-.347
.873	.094	.450	-.363	.180	-.449	.450	-.425	.450	-.394	.450	-.302
.888	.097	.500	-.372	.250	-.465	.500	-.431	.500	-.408	.500	-.341
		.550	-.390	.300	-.462	.550	-.429	.550	-.418	.550	-.340
		.600	-.402	.350	-.413	.600	-.440	.600	-.392	.600	-.325
		.650	-.351	.400	-.420	.650	-.396	.650	-.351	.650	-.299
		.700	-.297	.450	-.422	.700	-.316	.700	-.299	.700	-.288
		.750	-.262	.500	-.451	.750	-.256				
		.850	-.135	.550	-.434	.850	-.079				
		.950	.035	.600	-.433	.950	.102				
				.650	-.369						
				.700	-.320						
				.800	-.168						
				.900	.016						
				.950	.114						
				0.000	0.000						
WING LOWER SURFACE											
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	CP
	.005	.668	.005	.592	.005	.487	.005	.267	.005	.252	
	.025	.094	.025	-.368	.025	-.449	.025	-.425	.025	-.567	
	.050	-.118	.050	-.539	.050	-.702	.050	-.720	.050	-.745	
	.100	-.360	.100	-.683	.100	-.722	.100	-.783	.100	-.664	
	.180	-.591	.120	-.683	.180	-.649	.180	-.629	.180	-.506	
	.300	-.709	.180	-.701	.400	-.554	.300	-.598	.300	-.433	
	.400	-.599	.250	-.644	.500	-.501	.400	-.497	.400	-.443	
	.500	-.558	.300	-.699	.600	-.390	.500	-.469	.500	-.427	
	.600	-.413	.400	-.610	.650	-.206	.600	-.345	.600	-.307	
	.650	-.288	.500	-.558	.700	-.059	.650	-.182	.650	-.195	
	.700	-.169	.600	-.395	.750	.073	.700	-.048	.700	-.052	
	.750	-.032	.650	-.231	.800	.169					
	.800	.087	.700	-.081	.900	.271					
	.900	.194	.750	.056	.950	.288					
	.950	.218	.800	.140							
			.850	.184							
			.900	.257							
			.950	.286							

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(d) $M = 0.775$ - Continued

$\alpha = -0.05^\circ$; $C_L = 0.123$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.195	0.000	.969	0.000	1.029	0.000	1.019	0.000	1.012	
.747	-.174	.010	-.744	.003	-.556	.010	-.029	.010	.130	
.763	-.084	.030	-.529	.010	-.180	.030	-.911	.030	-.845	
.778	-.032	.050	-.624	.020	-.435	.050	-.917	.050	-.821	
.794	.013	.100	-.707	.025	-.590	.100	-.723	.100	-.681	
.810	.035	.180	-.840	.030	-.709	.180	-.570	.180	-.585	
.825	.052	.300	-.418	.050	-.837	.300	-.500	.300	-.473	
.841	.060	.350	-.419	.100	-.786	.350	-.487	.350	-.430	
.857	.077	.400	-.413	.120	-.822	.400	-.478	.400	-.442	
.873	.089	.450	-.395	.180	-.674	.450	-.487	.450	-.441	
.888	.100	.500	-.402	.250	-.505	.500	-.474	.500	-.438	
		.550	-.408	.300	-.502	.550	-.460	.550	-.442	
		.600	-.421	.350	-.484	.600	-.462	.600	-.415	
		.650	-.364	.400	-.472	.650	-.408	.650	-.367	
		.700	-.306	.450	-.470	.700	-.323	.700	-.314	
		.750	-.270	.500	-.489	.750	-.261			
		.850	-.136	.550	-.472	.850	-.078			
		.950	.032	.600	-.454	.950	.101			
				.650	-.389					
				.700	-.332					
				.800	-.171					
				.900	.014					
				.950	.112					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.755	.005	-.698	.005	-.619	.005	-.472	.005	-.421
	.025	.229	.025	-.204	.025	-.260	.025	-.219	.025	-.347
	.050	-.037	.050	-.372	.050	-.511	.050	-.431	.050	-.504
	.100	-.282	.100	-.557	.100	-.512	.100	-.560	.100	-.495
	.180	-.498	.120	-.553	.180	-.544	.180	-.507	.180	-.447
	.300	-.635	.180	-.530	.400	-.502	.300	-.511	.300	-.407
	.400	-.537	.250	-.523	.500	-.467	.400	-.461	.400	-.397
	.500	-.530	.300	-.620	.600	-.394	.500	-.440	.500	-.391
	.600	-.398	.400	-.540	.650	-.207	.600	-.337	.600	-.302
	.650	-.280	.500	-.524	.700	-.053	.650	-.179	.650	-.191
	.700	-.162	.600	-.387	.750	.075	.700	-.047	.700	-.053
	.750	-.030	.650	-.224	.800	.170				
	.800	.089	.700	-.081	.900	.274				
	.900	.198	.750	.055	.950	.287				
	.950	.215	.800	.139						
			.850	.184						
			.900	.257						
			.950	.285						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(d) $M = 0.775$ - Continued

$\alpha = 0.96^\circ$; $C_L = 0.250$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
						WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.207	0.000	.903	0.000	1.014	0.000	1.018	0.000	1.018	0.000	.979
.747	-.181	.010	-.205	.003	-.417	.010	-.145	.010	-.006	.010	.015
.763	-.085	.030	-.632	.010	-.312	.030	-1.024	.030	-1.002	.030	-.873
.778	-.031	.050	-.759	.020	-.662	.050	-1.113	.050	-1.123	.050	-1.091
.794	.011	.100	-.826	.025	-.735	.100	-1.060	.100	-1.034	.100	-.880
.810	.036	.180	-.993	.030	-.910	.180	-.949	.180	-.894	.180	-.359
.825	.058	.300	-.999	.050	-1.022	.300	-.503	.300	-.324	.300	-.430
.841	.062	.350	-.436	.100	-1.026	.350	-.409	.350	-.426	.350	-.405
.857	.085	.400	-.378	.120	-1.037	.400	-.452	.400	-.431	.400	-.412
.873	.093	.450	-.368	.180	-.935	.450	-.467	.450	-.458	.450	-.378
.888	.101	.500	-.380	.250	-.873	.500	-.472	.500	-.454	.500	-.400
		.550	-.405	.300	-.810	.550	-.463	.550	-.451	.550	-.388
		.600	-.411	.350	-.379	.600	-.461	.600	-.417	.600	-.360
		.650	-.362	.400	-.423	.650	-.411	.650	-.370	.650	-.339
		.700	-.314	.450	-.445	.700	-.328	.700	-.316	.700	-.317
		.750	-.265	.500	-.486	.750	-.262				
		.850	-.136	.550	-.471	.850	-.077				
		.950	.033	.600	-.471	.950	.105				
				.650	-.395						
				.700	-.335						
				.800	-.170						
				.900	.017						
				.950	.112						
				0.000	0.000						
						WING LOWER SURFACE					
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.832	.005	.772	.005	.731	.005	.616	.005	.561	.005	.561
.025	.340	.025	-.011	.025	-.085	.025	-.040	.025	-.157	.025	-.157
.050	.029	.050	-.234	.050	-.346	.050	-.265	.050	-.386	.050	-.386
.100	-.192	.100	-.354	.100	-.362	.100	-.365	.100	-.360	.100	-.360
.180	-.402	.120	-.421	.180	-.406	.180	-.398	.180	-.355	.180	-.355
.300	-.517	.180	-.411	.400	-.436	.300	-.440	.300	-.347	.300	-.347
.400	-.477	.250	-.418	.500	-.429	.400	-.402	.400	-.352	.400	-.352
.500	-.469	.300	-.520	.600	-.365	.500	-.410	.500	-.362	.500	-.362
.600	-.365	.400	-.465	.650	-.185	.600	-.313	.600	-.276	.600	-.276
.650	-.251	.500	-.481	.700	-.047	.650	-.170	.650	-.175	.650	-.175
.700	-.151	.600	-.366	.750	.081	.700	-.040	.700	-.047	.700	-.047
.750	-.015	.650	-.208	.800	.181						
.800	.106	.700	-.065	.900	.281						
.900	.209	.750	.067	.950	.294						
.950	.221	.800	.159								
		.850	.198								
		.900	.270								
		.950	.295								

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(d) M = 0.775 - Continued

$\alpha = 2.00^\circ$; $C_L = 0.388$

FUSELAGE		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913			
X/L	CP	X/C	CP	X/C	CP	X/C	CP		
.731	-.204	0.000	.829	0.000	.992	0.000	1.010	0.000	.962
.747	-.179	.010	-.317	.003	.323	.010	-.135	.010	-.115
.763	-.088	.030	-.818	.010	-.426	.030	-1.093	.030	-1.027
.778	-.032	.050	-.903	.020	-.746	.050	-1.221	.050	-1.195
.794	.017	.100	-.925	.025	-.875	.100	-1.187	.100	-1.162
.810	.039	.180	-1.095	.030	-1.027	.180	-1.180	.180	-.956
.825	.057	.300	-1.221	.050	-1.115	.300	-1.119	.300	-.405
.841	.061	.350	-1.140	.100	-1.176	.350	-1.048	.350	-.400
.857	.082	.400	-.549	.120	-1.171	.400	-.665	.400	-.296
.873	.093	.450	-.372	.180	-1.124	.450	-.305	.450	-.283
.888	.104	.500	-.360	.250	-1.124	.500	-.311	.500	-.342
		.550	-.380	.300	-1.105	.550	-.363	.550	-.370
		.600	-.387	.350	-1.054	.600	-.397	.600	-.380
		.650	-.337	.400	-.786	.650	-.370	.650	-.342
		.700	-.289	.450	-.352	.700	-.301	.700	-.299
		.750	-.251	.500	-.374	.750	-.251		
		.850	-.128	.550	-.398	.850	-.078		
		.950	.038	.600	-.389	.950	.104		
				.650	-.366				
				.700	-.315				
				.800	-.165				
				.900	.022				
				.950	.115				
				0.000	0.000				
		WING UPPER SURFACE							
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.886	.005	.849	.005	.806	.005	.723	.005	.658
.025	.403	.025	.111	.025	.066	.025	.113	.025	.008
.050	.128	.050	-.120	.050	-.161	.050	-.161	.050	-.216
.100	-.107	.100	-.263	.100	-.241	.100	-.267	.100	-.287
.180	-.337	.120	-.288	.180	-.311	.180	-.303	.180	-.291
.300	-.437	.180	-.318	.400	-.376	.300	-.377	.300	-.304
.400	-.416	.250	-.354	.500	-.382	.400	-.371	.400	-.316
.500	-.423	.300	-.436	.600	-.340	.500	-.372	.500	-.329
.600	-.345	.400	-.417	.650	-.166	.600	-.298	.600	-.259
.650	-.234	.500	-.429	.700	.033	.650	-.152	.650	-.160
.700	-.139	.600	-.336	.750	.093	.700	-.026	.700	-.040
.750	-.006	.650	-.184	.800	.194				
.800	.112	.700	-.054	.900	.297				
.900	.222	.750	.084	.950	.309				
.950	.235	.800	.170						
		.850	.208						
		.900	.284						
		.950	.307						
		WING LOWER SURFACE							
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.886	.005	.849	.005	.806	.005	.723	.005	.658
.025	.403	.025	.111	.025	.066	.025	.113	.025	.008
.050	.128	.050	-.120	.050	-.161	.050	-.161	.050	-.216
.100	-.107	.100	-.263	.100	-.241	.100	-.267	.100	-.287
.180	-.337	.120	-.288	.180	-.311	.180	-.303	.180	-.291
.300	-.437	.180	-.318	.400	-.376	.300	-.377	.300	-.304
.400	-.416	.250	-.354	.500	-.382	.400	-.371	.400	-.316
.500	-.423	.300	-.436	.600	-.340	.500	-.372	.500	-.329
.600	-.345	.400	-.417	.650	-.166	.600	-.298	.600	-.259
.650	-.234	.500	-.429	.700	.033	.650	-.152	.650	-.160
.700	-.139	.600	-.336	.750	.093	.700	-.026	.700	-.040
.750	-.006	.650	-.184	.800	.194				
.800	.112	.700	-.054	.900	.297				
.900	.222	.750	.084	.950	.309				
.950	.235	.800	.170						
		.850	.208						
		.900	.284						
		.950	.307						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(d) M = 0.775 - Continued

$\alpha = 2.98^\circ$; $C_L = 0.517$

		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913			
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.187	0.000	.756	0.000	.954	0.000	1.001	0.000	.941
.747	-.165	.010	-.472	.003	.221	.010	-.224	.010	-.204
.763	-.079	.030	-.966	.010	-.551	.030	-1.182	.030	-1.112
.778	-.023	.050	-.992	.020	-.860	.050	-1.326	.050	-1.303
.794	.024	.100	-1.056	.025	-.963	.100	-1.286	.100	-1.278
.810	.047	.180	-1.196	.030	-1.128	.180	-1.296	.180	-1.113
.825	.062	.300	-1.321	.050	-1.253	.300	-1.192	.300	-.867
.841	.065	.350	-1.276	.100	-1.281	.350	-1.168	.350	-.519
.857	.085	.400	-1.064	.120	-1.278	.400	-1.107	.400	-.365
.873	.094	.450	-.539	.180	-1.241	.450	-.969	.450	-.358
.888	.098	.500	-.386	.250	-1.241	.500	-.394	.500	-.399
		.550	-.364	.300	-1.238	.550	-.287	.550	-.400
		.600	-.339	.350	-1.215	.600	-.265	.600	-.372
		.650	-.307	.400	-1.185	.650	-.270	.650	-.353
		.700	-.264	.450	-1.048	.700	-.239	.700	-.336
		.750	-.230	.500	-.393	.750	-.198		
		.850	-.108	.550	-.296	.850	-.057		
		.950	.040	.600	-.302	.950	.109		
				.650	-.282				
				.700	-.257				
				.800	-.143				
				.900	.031				
				.950	.119				
				0.000	0.000				
		WING LOWER SURFACE							
		X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.925	.005	.906	.005	.871	.005	.730
		.025	.491	.025	.228	.025	.196	.025	.092
		.050	.206	.050	.006	.050	-.064	.050	-.037
		.100	-.039	.100	-.163	.100	-.124	.100	-.153
		.180	-.259	.120	-.207	.180	-.221	.180	-.233
		.300	-.374	.180	-.234	.400	-.331	.300	-.304
		.400	-.370	.250	-.278	.500	-.340	.400	-.319
		.500	-.386	.300	-.370	.600	-.310	.500	-.334
		.600	-.315	.400	-.356	.650	-.153	.600	-.279
		.650	-.219	.500	-.378	.700	-.017	.650	-.137
		.700	-.118	.600	-.316	.750	.104	.700	-.022
		.750	.005	.650	-.176	.800	.202		
		.800	.126	.700	-.041	.900	.299		
		.900	.222	.750	.093	.950	.311		
		.950	.230	.800	.178				
				.850	.221				
				.900	.291				
				.950	.311				

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(d) $M = 0.775$ - Continued

$\alpha = 3.96^\circ$; $C_L = 0.641$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.164	0.000	.665	0.000	.904	0.000	.920	0.000	.900	
.747	-.143	.010	-.536	.003	.117	.010	-.456	.010	-.321	
.763	-.068	.030	-1.120	.010	-.680	.030	-1.322	.030	-1.225	
.778	-.019	.050	-1.092	.020	-.973	.050	-1.423	.050	-1.385	
.794	.033	.100	-1.157	.025	-1.089	.100	-1.401	.100	-1.375	
.810	.053	.180	-1.290	.030	-1.227	.180	-1.371	.180	-1.235	
.825	.071	.300	-1.432	.050	-1.365	.300	-1.331	.300	-1.057	
.841	.073	.350	-1.386	.100	-1.380	.350	-1.304	.350	-1.024	
.857	.090	.400	-1.286	.120	-1.389	.400	-1.295	.400	-.815	
.873	.098	.450	-.832	.180	-1.340	.450	-1.297	.450	-.393	
.888	.105	.500	-.549	.250	-1.330	.500	-.908	.500	-.376	
		.550	-.451	.300	-1.330	.550	-.605	.550	-.370	
		.600	-.349	.350	-1.319	.600	-.416	.600	-.363	
		.650	-.285	.400	-1.305	.650	-.247	.650	-.346	
		.700	-.238	.450	-1.298	.700	-.173	.700	-.329	
		.750	-.185	.500	-.733	.750	-.133			
		.850	-.090	.550	-.521	.850	-.021			
		.950	.017	.600	-.378	.950	.115			
				.650	-.228					
				.700	-.184					
				.800	-.093					
				.900	.053					
				.950	.125					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.962	.005	.949	.005	.912	.005	.870	.005	.811
	.025	.534	.025	.336	.025	.296	.025	.329	.025	.215
	.050	.281	.050	.117	.050	.048	.050	.087	.050	-.012
	.100	.020	.100	-.066	.100	-.048	.100	-.077	.100	-.131
	.180	-.209	.120	-.101	.180	-.164	.180	-.139	.180	-.186
	.300	-.309	.180	-.161	.400	-.273	.300	-.255	.300	-.226
	.400	-.311	.250	-.200	.500	-.304	.400	-.267	.400	-.256
	.500	-.348	.300	-.303	.600	-.296	.500	-.297	.500	-.284
	.600	-.301	.400	-.302	.650	-.135	.600	-.258	.600	-.234
	.650	-.200	.500	-.339	.700	-.012	.650	-.127	.650	-.143
	.700	-.112	.600	-.287	.750	.109	.700	-.013	.700	-.029
	.750	.012	.650	-.156	.800	.209				
	.800	.129	.700	-.030	.900	.306				
	.900	.222	.750	.101	.950	.318				
	.950	.225	.800	.183						
			.850	.231						
			.900	.297						
			.950	.316						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(d) $M = 0.775$ - Concluded

$\alpha = 4.96^\circ$; $C_L = 0.731$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.201	0.000	.605	0.000	.834	0.000	.920	0.000	.860
.747	-.145	.010	-.662	.003	.025	.010	-.554	.010	-.417
.763	-.086	.030	-1.221	.010	-.775	.030	-1.412	.030	-1.302
.778	-.029	.050	-1.215	.020	-1.066	.050	-1.506	.050	-1.467
.794	.025	.100	-1.286	.025	-1.180	.100	-1.468	.100	-1.460
.810	.054	.180	-1.379	.030	-1.312	.180	-1.433	.180	-1.316
.825	.085	.300	-1.478	.050	-1.429	.300	-1.413	.300	-1.145
.841	.082	.350	-1.409	.100	-1.465	.350	-1.411	.350	-1.144
.857	.102	.400	-1.149	.120	-1.477	.400	-1.380	.400	-1.100
.873	.110	.450	-.865	.180	-1.435	.450	-1.327	.450	-.797
.888	.111	.500	-.657	.250	-1.422	.500	-.848	.500	-.378
		.550	-.531	.300	-1.430	.550	-.682	.550	-.349
		.600	-.417	.350	-1.402	.600	-.521	.600	-.349
		.650	-.310	.400	-1.397	.650	-.346	.650	-.339
		.700	-.229	.450	-1.335	.700	-.224	.700	-.329
		.750	-.186	.500	-.738	.750	-.142		
		.850	-.117	.550	-.657	.850	-.023		
		.950	-.044	.600	-.542	.950	.095		
				.650	-.411				
				.700	-.247				
				.800	-.067				
				.900	.055				
				.950	.118				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.982	.005	.976	.005	.954	.005	.915	.005	.848
.025	.605	.025	.413	.025	.398	.025	.403	.025	.312
.050	.343	.050	.195	.050	.164	.050	.177	.050	.081
.100	.092	.100	.005	.100	.037	.100	-.012	.100	-.052
.180	-.143	.120	-.032	.180	-.097	.180	-.083	.180	-.143
.300	-.263	.180	-.098	.400	-.237	.300	-.212	.300	-.196
.400	-.279	.250	-.156	.500	-.283	.400	-.232	.400	-.233
.500	-.328	.300	-.258	.600	-.287	.500	-.282	.500	-.266
.600	-.284	.400	-.265	.650	-.139	.600	-.256	.600	-.225
.650	-.198	.500	-.313	.700	-.010	.650	-.127	.650	-.139
.700	-.105	.600	-.276	.750	.102	.700	-.016	.700	-.027
.750	.009	.650	-.159	.800	.198				
.800	.127	.700	-.037	.900	.296				
.900	.216	.750	.093	.950	.300				
.950	.205	.800	.174						
		.850	.220						
		.900	.284						
		.950	.299						

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(e) $M = 0.80$

$\alpha = -1.07^\circ$; $C_L = -0.006$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE				WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.199	0.000	1.055	0.000	1.053	0.000	1.030	0.000	1.001	0.000	.965
.747	-.173	.010	.167	.003	.660	.010	.166	.010	.286	.010	.322
.763	-.079	.030	-.312	.010	.027	.030	-.679	.030	-.568	.030	-.524
.778	-.021	.050	-.418	.020	-.271	.050	-.562	.050	-.541	.050	-.540
.794	.023	.100	-.515	.025	-.382	.100	-.538	.100	-.549	.100	-.427
.810	.038	.180	-.714	.030	-.525	.180	-.486	.180	-.536	.180	-.366
.825	.057	.300	-.465	.050	-.615	.300	-.501	.300	-.447	.300	-.379
.841	.062	.350	-.392	.100	-.653	.350	-.426	.350	-.415	.350	-.335
.857	.084	.400	-.377	.120	-.650	.400	-.447	.400	-.416	.400	-.358
.873	.092	.450	-.366	.180	-.532	.450	-.459	.450	-.428	.450	-.326
.888	.100	.500	-.380	.250	-.507	.500	-.468	.500	-.443	.500	-.362
		.550	-.411	.300	-.504	.550	-.464	.550	-.452	.550	-.363
		.600	-.430	.350	-.429	.600	-.486	.600	-.426	.600	-.343
		.650	-.364	.400	-.434	.650	-.418	.650	-.370	.650	-.315
		.700	-.306	.450	-.453	.700	-.317	.700	-.311	.700	-.299
		.750	-.265	.500	-.480	.750	-.253				
		.850	-.131	.550	-.495	.850	-.068				
		.950	.041	.600	-.475	.950	.118				
				.650	-.390						
				.700	-.322						
				.800	-.159						
				.900	.030						
				.950	.128						
				0.000	0.000						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.689	.005	.612	.005	.520	.005	.334	.005	.289	.005	.289
.025	.134	.025	-.299	.025	-.412	.025	-.361	.025	-.547	.025	-.547
.050	-.113	.050	-.502	.050	-.698	.050	-.631	.050	-.728	.050	-.728
.100	-.343	.100	-.846	.100	-.738	.100	-.789	.100	-.774	.100	-.774
.180	-.589	.120	-.677	.180	-.714	.180	-.757	.180	-.648	.180	-.648
.300	-.721	.180	-.689	.400	-.726	.300	-.698	.300	-.424	.300	-.424
.400	-.693	.250	-.717	.500	-.440	.400	-.441	.400	-.464	.400	-.464
.500	-.703	.300	-.777	.600	-.365	.500	-.473	.500	-.457	.500	-.457
.600	-.382	.400	-.690	.650	-.183	.600	-.332	.600	-.311	.600	-.311
.650	-.266	.500	-.611	.700	-.039	.650	-.169	.650	-.191	.650	-.191
.700	-.151	.600	-.378	.750	.081	.700	-.035	.700	-.043	.700	-.043
.750	-.025	.650	-.207	.800	.174						
.800	.094	.700	-.065	.900	.278						
.900	.198	.750	.067	.950	.292						
.950	.225	.800	.147								
		.850	.191								
		.900	.264								
		.950	.289								

ORIGINAL PAGE IS
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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(e) $M = 0.80$ - Continued

$\alpha = -0.002^\circ$; $C_L = 0.132$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.203	0.000	.995	0.000	1.046	0.000	1.035	0.000	1.025	0.000	.984	0.000	.984	0.000	.984				
.747	-.175	.010	.000	.003	.597	.010	.020	.010	.176	.010	.171	.010	.171	.010	.171				
.763	-.077	.030	-.472	.010	-.101	.030	-.846	.030	-.751	.030	-.734	.030	-.734	.030	-.734				
.778	-.023	.050	-.592	.020	-.437	.050	-.857	.050	-.884	.050	-.857	.050	-.857	.050	-.857				
.794	.023	.100	-.652	.025	-.557	.100	-.789	.100	-.788	.100	-.716	.100	-.716	.100	-.716				
.810	.047	.180	-.817	.030	-.707	.180	-.744	.180	-.777	.180	-.374	.180	-.374	.180	-.374				
.825	.064	.300	-.842	.050	-.803	.300	-.566	.300	-.530	.300	-.419	.300	-.419	.300	-.419				
.841	.068	.350	-.551	.100	-.808	.350	-.439	.350	-.387	.350	-.388	.350	-.388	.350	-.388				
.857	.091	.400	-.362	.120	-.800	.400	-.437	.400	-.441	.400	-.407	.400	-.407	.400	-.407				
.873	.100	.450	-.355	.180	-.788	.450	-.456	.450	-.455	.450	-.373	.450	-.373	.450	-.373				
.888	.105	.500	-.368	.250	-.773	.500	-.489	.500	-.466	.500	-.398	.500	-.398	.500	-.398				
		.550	-.420	.300	-.749	.550	-.494	.550	-.474	.550	-.394	.550	-.394	.550	-.394				
		.600	-.442	.350	-.434	.600	-.505	.600	-.445	.600	-.367	.600	-.367	.600	-.367				
		.650	-.376	.400	-.371	.650	-.434	.650	-.381	.650	-.335	.650	-.335	.650	-.335				
		.700	-.312	.450	-.443	.700	-.323	.700	-.316	.700	-.315	.700	-.315	.700	-.315				
		.750	-.271	.500	-.489	.750	-.258												
		.850	-.136	.550	-.502	.850	-.071												
		.950	.043	.600	-.498	.950	.116												
				.650	-.400														
				.700	-.329														
				.800	-.164														
				.900	.030														
				.950	.127														
				0.000	0.000														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.005	.771	.005	.704	.005	.642	.005	.506	.005	.429	.005	.429	.005	.429				
		.025	.247	.025	-.183	.025	-.235	.025	-.211	.025	-.326	.025	-.326	.025	-.326				
		.050	-.019	.050	-.373	.050	-.495	.050	-.462	.050	-.527	.050	-.527	.050	-.527				
		.100	-.249	.100	-.457	.100	-.542	.100	-.586	.100	-.537	.100	-.537	.100	-.537				
		.180	-.490	.120	-.547	.180	-.552	.180	-.543	.180	-.459	.180	-.459	.180	-.459				
		.300	-.636	.180	-.514	.400	-.534	.300	-.552	.300	-.430	.300	-.430	.300	-.430				
		.400	-.603	.250	-.563	.500	-.501	.400	-.480	.400	-.430	.400	-.430	.400	-.430				
		.500	-.563	.300	-.641	.600	-.372	.500	-.473	.500	-.421	.500	-.421	.500	-.421				
		.600	-.408	.400	-.577	.650	-.185	.600	-.331	.600	-.298	.600	-.298	.600	-.298				
		.650	-.264	.500	-.561	.700	-.038	.650	-.164	.650	-.185	.650	-.185	.650	-.185				
		.700	-.150	.600	-.373	.750	.086	.700	-.032	.700	-.041	.700	-.041	.700	-.041				
		.750	-.017	.650	-.201	.800	.182												
		.800	.102	.700	-.064	.900	.285												
		.900	.212	.750	.076	.950	.302												
		.950	.227	.800	.154														
				.850	.199														
				.900	.270														
				.950	.300														

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(e) M = 0.80 - Continued

$\alpha = .95^\circ$; $C_L = 0.265$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.199	0.000	.942	0.000	1.033	0.000	1.029	0.000	1.028	0.000	.982								
.747	-.173	.010	-.143	.003	.494	.010	-.062	.010	.047	.010	.060								
.763	-.081	.030	-.607	.010	-.236	.030	-.928	.030	-.875	.030	-.828								
.778	-.025	.050	-.707	.020	-.513	.050	-1.040	.050	-.993	.050	-1.011								
.794	.024	.100	-.741	.025	-.644	.100	-.959	.100	-.938	.100	-.934								
.810	.042	.180	-.914	.030	-.805	.180	-.900	.180	-.949	.180	-.773								
.825	.062	.300	-1.046	.050	-.909	.300	-.917	.300	-.865	.300	-.483								
.841	.069	.350	-.962	.100	-.945	.350	-.870	.350	-.815	.350	-.382								
.857	.088	.400	-.799	.120	-.957	.400	-.879	.400	-.565	.400	-.399								
.873	.096	.450	-.390	.180	-.905	.450	-.632	.450	-.269	.450	-.365								
.888	.106	.500	-.367	.250	-.916	.500	-.318	.500	-.341	.500	-.404								
		.550	-.380	.300	-.909	.550	-.320	.550	-.388	.550	-.403								
		.600	-.397	.350	-.868	.600	-.408	.600	-.399	.600	-.377								
		.650	-.352	.400	-.857	.650	-.389	.650	-.343	.650	-.348								
		.700	-.295	.450	-.620	.700	-.300	.700	-.306	.700	-.328								
		.750	-.255	.500	-.345	.750	-.248												
		.850	-.124	.550	-.352	.850	-.067												
		.950	.048	.600	-.387	.950	.117												
				.650	-.364														
				.700	-.311														
				.800	-.156														
				.900	.034														
				.950	.131														
				0.000	0.000														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.005	.831	.005	.768	.005	.705	.005	.598	.005	.543								
		.025	.347	.025	-.050	.025	-.113	.025	-.041	.025	-.166								
		.050	.067	.050	-.240	.050	-.370	.050	-.331	.050	-.399								
		.100	-.178	.100	-.420	.100	-.362	.100	-.439	.100	-.408								
		.180	-.424	.120	-.448	.180	-.465	.180	-.446	.180	-.414								
		.300	-.602	.180	-.448	.400	-.493	.300	-.497	.300	-.386								
		.400	-.515	.250	-.477	.500	-.475	.400	-.461	.400	-.387								
		.500	-.534	.300	-.592	.600	-.367	.500	-.443	.500	-.391								
		.600	-.381	.400	-.541	.650	-.174	.600	-.323	.600	-.281								
		.650	-.255	.500	-.535	.700	-.032	.650	-.160	.650	-.172								
		.700	-.140	.600	-.364	.750	.094	.700	-.027	.700	-.036								
		.750	-.009	.650	-.198	.800	.188												
		.800	.108	.700	-.057	.900	.290												
		.900	.210	.750	.077	.950	.306												
		.950	.233	.800	.163														
				.850	.210														
				.900	.278														
				.950	.304														

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(e) M = 0.80 - Continued

$\alpha = 1.98^\circ$; $C_L = 0.411$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.185	0.000	.846	0.000	1.004	0.000	1.023	0.000	.975
.747	-.155	.010	-.262	.003	.384	.010	-.050	.010	-.048
.763	-.066	.030	-.769	.010	-.326	.030	-.985	.030	-.946
.778	-.016	.050	-.803	.020	-.663	.050	-1.132	.050	-1.107
.794	.032	.100	-.865	.025	-.762	.100	-1.084	.100	-1.086
.810	.052	.180	-1.029	.030	-.548	.180	-1.053	.180	-.946
.825	.068	.300	-1.159	.050	-1.027	.300	-1.035	.300	-.831
.841	.073	.350	-1.109	.100	-1.075	.350	-1.014	.350	-.771
.857	.090	.400	-1.044	.120	-1.084	.400	-1.032	.400	-.677
.873	.101	.450	-.962	.180	-1.046	.450	-1.022	.450	-.358
.888	.109	.500	-.493	.250	-1.043	.500	-1.013	.500	-.377
		.550	-.399	.300	-1.045	.550	-.598	.550	-.387
		.600	-.357	.350	-1.032	.600	-.317	.600	-.364
		.650	-.305	.400	-1.004	.650	-.239	.650	-.344
		.700	-.265	.450	-.991	.700	-.194	.700	-.323
		.750	-.224	.500	-1.013	.750	-.171		
		.850	-.107	.550	-.562	.850	-.035		
		.950	.047	.600	-.314	.950	.126		
				.650	-.258				
				.700	-.230				
				.800	-.123				
				.900	.046				
				.950	.130				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.894	.005	.844	.005	.798	.005	.686	.005	.640
.025	.425	.025	.098	.025	.087	.025	.087	.025	-.028
.050	.154	.050	-.134	.050	-.177	.050	-.183	.050	-.240
.100	-.107	.100	-.269	.100	-.255	.100	-.287	.100	-.313
.180	-.336	.120	-.318	.180	-.346	.180	-.332	.180	-.332
.300	-.483	.180	-.321	.400	-.427	.300	-.394	.300	-.337
.400	-.455	.250	-.380	.500	-.417	.400	-.408	.400	-.349
.500	-.469	.300	-.478	.600	-.349	.500	-.399	.500	-.355
.600	-.359	.400	-.456	.650	-.163	.600	-.307	.600	-.267
.650	-.237	.500	-.475	.700	-.024	.650	-.147	.650	-.162
.700	-.133	.600	-.339	.750	.103	.700	-.016	.700	-.032
.750	.002	.650	-.188	.800	.202				
.800	.121	.700	-.043	.900	.303				
.900	.226	.750	.093	.950	.319				
.950	.237	.800	.176						
		.850	.220						
		.900	.290						
		.950	.318						

ORIGINAL PAGE IS
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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(e) M = 0.80 - Continued

$\alpha = 2.98^\circ$; $C_L = 0.542$

FUSELAGE		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913			
X/L	CP	X/C	CP	X/C	CP	X/C	CP		
.731	-.182	0.000	.815	0.000	.989	0.000	1.011	0.000	.947
.747	-.138	.010	-.357	.003	-.301	.010	-.137	.010	-.141
.763	-.060	.030	-.873	.010	-.443	.030	-1.072	.030	-1.016
.778	-.009	.050	-.913	.020	-.776	.050	-1.202	.050	-1.205
.794	.037	.100	-.943	.025	-.878	.100	-1.190	.100	-1.180
.810	.059	.180	-1.122	.030	-1.020	.180	-1.178	.180	-1.063
.825	.076	.300	-1.262	.050	-1.138	.300	-1.160	.300	-.959
.841	.077	.350	-1.209	.100	-1.195	.350	-1.161	.350	-.916
.857	.094	.400	-1.154	.120	-1.182	.400	-1.158	.400	-.922
.873	.104	.450	-1.086	.180	-1.138	.450	-1.143	.450	-.807
.888	.112	.500	-.850	.250	-1.151	.500	-1.115	.500	-.529
		.550	-.506	.300	-1.156	.550	-.724	.550	-.341
		.600	-.397	.350	-1.151	.600	-.403	.600	-.322
		.650	-.300	.400	-1.136	.650	-.235	.650	-.319
		.700	-.232	.450	-1.130	.700	-.165	.700	-.316
		.750	-.194	.500	-1.097				
		.850	-.086	.550	-1.066				
		.950	.034	.600	-.505				
				.650	-.383				
				.700	-.271				
				.800	-.076				
				.900	.070				
				.950	.143				
				0.000	0.000				

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.918	.005	.901
.025	.477	.025	.204
.050	.211	.050	-.016
.100	-.027	.100	-.165
.180	-.282	.120	-.200
.300	-.395	.180	-.254
.400	-.386	.250	-.297
.500	-.423	.300	-.398
.600	-.338	.400	-.390
.650	-.229	.500	-.431
.700	-.119	.600	-.329
.750	.011	.650	-.179
.800	.127	.700	-.042
.900	.224	.750	.094
.950	.229	.800	.181
		.850	.226
		.900	.294
		.950	.314

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.857	.005	.793	.005	.722	.005	.722
.025	.194	.025	.198	.025	.086	.025	.086
.050	-.077	.050	-.048	.050	-.147	.050	-.147
.100	-.145	.100	-.200	.100	-.217	.100	-.217
.180	-.261	.180	-.242	.180	-.274	.180	-.274
.400	-.356	.300	-.337	.300	-.298	.300	-.298
.500	-.373	.400	-.353	.400	-.315	.400	-.315
.600	-.334	.500	-.366	.500	-.332	.500	-.332
.650	-.157	.600	-.292	.600	-.258	.600	-.258
.700	-.014	.650	-.141	.650	-.157	.650	-.157
.750	.109	.700	-.015	.700	-.027	.700	-.027
.800	.203						
.900	.305						
.950	.313						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(e) $M = 0.80$ - Continued

$\alpha = 3.96^\circ$; $C_L = 0.620$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.144	0.000	.732	0.000	.944	0.000	.963	0.000	.929
.747	-.144	.010	-.442	.003	.201	.010	-.353	.010	-.230
.763	-.068	.030	-1.007	.010	-.551	.030	-1.190	.030	-1.106
.778	-.027	.050	-.982	.020	-.836	.050	-1.299	.050	-1.273
.794	.030	.100	-1.080	.025	-.967	.100	-1.276	.100	-1.267
.810	.057	.180	-1.155	.030	-1.112	.180	-1.241	.180	-1.140
.825	.076	.300	-1.326	.050	-1.231	.300	-1.219	.300	-1.035
.841	.078	.350	-1.305	.100	-1.255	.350	-1.215	.350	-1.012
.857	.100	.400	-1.260	.120	-1.268	.400	-1.215	.400	-1.005
.873	.107	.450	-1.152	.180	-1.229	.450	-1.208	.450	-.906
.888	.110	.500	-.709	.250	-1.241	.500	-1.165	.500	-.889
		.550	-.554	.300	-1.244	.550	-.614	.550	-.607
		.600	-.430	.350	-1.236	.600	-.509	.600	-.298
		.650	-.323	.400	-1.222	.650	-.425	.650	-.282
		.700	-.254	.450	-1.208	.700	-.338	.700	-.286
		.750	-.192	.500	-.652	.750	-.258		
		.850	-.101	.550	-.557	.850	-.075		
		.950	-.001	.600	-.516	.950	.069		
				.650	-.482				
				.700	-.404				
				.800	-.250				
				.900	-.065				
				.950	-.036				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.959	.005	.941	.005	.895	.005	.840	.005	.768
.025	.535	.025	.310	.025	.273	.025	.283	.025	.191
.050	.277	.050	.088	.050	.027	.050	.042	.050	-.041
.100	.017	.100	-.057	.100	-.072	.100	-.116	.100	-.160
.180	-.205	.120	-.126	.180	-.188	.180	-.187	.180	-.224
.300	-.343	.180	-.173	.400	-.335	.300	-.301	.300	-.275
.400	-.355	.250	-.232	.500	-.364	.400	-.317	.400	-.306
.500	-.402	.300	-.347	.600	-.350	.500	-.354	.500	-.325
.600	-.330	.400	-.338	.650	-.174	.600	-.288	.600	-.259
.650	-.226	.500	-.397	.700	-.035	.650	-.146	.650	-.162
.700	-.123	.600	-.340	.750	.084	.700	-.027	.700	-.035
.750	.002	.650	-.183	.800	.180				
.800	.125	.700	-.053	.900	.278				
.900	.221	.750	.079	.950	.277				
.950	.216	.800	.162						
		.850	.199						
		.900	.259						
		.950	.263						

ORIGINAL PAGE IS
OF POOR QUALITY

(e) $M = 0.80$ - Concluded

$$\alpha = 4.96^\circ; C_L = 0.688$$

[REDACTED]

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(f) $M = 0.825$

$\alpha = -1.05^\circ$; $C_L = -0.015$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.207	0.000	1.057	0.000	1.061	0.000	1.042	0.000	1.015	0.000	.965
.747	-.169	.010	.177	.003	.699	.010	.166	.010	.296	.010	.292
.763	-.070	.030	-.301	.010	.036	.030	-.644	.030	-.544	.030	-.538
.778	-.013	.050	-.404	.020	-.225	.050	-.564	.050	-.583	.050	-.640
.794	.034	.100	-.485	.025	-.368	.100	-.565	.100	-.590	.100	-.505
.810	.050	.180	-.683	.030	-.443	.180	-.590	.180	-.606	.180	-.452
.825	.066	.300	-.729	.050	-.605	.300	-.591	.300	-.583	.300	-.434
.841	.071	.350	-.664	.100	-.625	.350	-.596	.350	-.558	.350	-.351
.857	.093	.400	-.362	.120	-.626	.400	-.553	.400	-.366	.400	-.393
.873	.100	.450	-.336	.180	-.628	.450	-.463	.450	-.415	.450	-.362
.888	.103	.500	-.356	.250	-.624	.500	-.434	.500	-.473	.500	-.413
		.550	-.405	.300	-.630	.550	-.490	.550	-.495	.550	-.401
		.600	-.461	.350	-.593	.600	-.546	.600	-.495	.600	-.377
		.650	-.412	.400	-.504	.650	-.484	.650	-.430	.650	-.335
		.700	-.306	.450	-.385	.700	-.318	.700	-.317	.700	-.314
		.750	-.262	.500	-.420	.750	-.233				
		.850	-.121	.550	-.516	.850	-.047				
		.950	.055	.600	-.575	.950	.132				
				.650	-.468						
				.700	-.318						
				.800	-.143						
				.900	.046						
				.950	.137						
				0.000	0.000						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.724	.005	.652	.005	.556	.005	.395	.005	.318
		.025	.179	.025	-.285	.025	-.335	.025	-.309	.025	-.450
		.050	-.066	.050	-.434	.050	-.641	.050	-.593	.050	-.674
		.100	-.291	.100	-.611	.100	-.697	.100	-.719	.100	-.773
		.180	-.550	.120	-.626	.180	-.679	.180	-.729	.180	-.734
		.300	-.703	.180	-.684	.400	-.785	.300	-.798	.300	-.638
		.400	-.684	.250	-.695	.500	-.854	.400	-.789	.400	-.602
		.500	-.811	.300	-.764	.600	-.274	.500	-.836	.500	-.460
		.600	-.663	.400	-.747	.650	-.142	.600	-.215	.600	-.295
		.650	-.263	.500	-.841	.700	-.034	.650	-.117	.650	-.178
		.700	-.141	.600	-.284	.750	.066	.700	-.006	.700	-.031
		.750	-.028	.650	-.195	.800	.172				
		.800	.067	.700	-.133	.900	.259				
		.900	.194	.750	-.047	.950	.278				
		.950	.224	.800	.059						
				.850	.114						
				.900	.198						
				.950	.241						

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(f) $M = 0.825$ - Continued

$\alpha = -0.06^\circ$; $C_L = 0.130$

FUSELAGE		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913
X/L	CP	X/C CP	X/C CP	X/C CP	X/C CP	X/C CP
.731	-.200	0.000 1.019	0.000 1.060	0.000 1.041	0.000 1.027	0.000 .976
.747	-.163	.010 .054	.003 .612	.010 .064	.010 .206	.010 .183
.763	-.070	.030 -.394	.010 -.067	.030 -.759	.030 -.703	.030 -.663
.778	-.012	.050 -.530	.020 -.363	.050 -.792	.050 -.774	.050 -.824
.794	.036	.100 -.582	.025 -.479	.100 -.725	.100 -.768	.100 -.715
.810	.052	.180 -.772	.030 -.614	.180 -.734	.180 -.767	.180 -.618
.825	.071	.300 -.857	.050 -.722	.300 -.731	.300 -.733	.300 -.565
.841	.075	.350 -.821	.100 -.762	.350 -.726	.350 -.735	.350 -.492
.857	.094	.400 -.720	.120 -.767	.400 -.712	.400 -.749	.400 -.392
.873	.103	.450 -.573	.180 -.734	.450 -.716	.450 -.712	.450 -.364
.888	.107	.500 -.370	.250 -.753	.500 -.724	.500 -.435	.500 -.412
		.550 -.398	.300 -.745	.550 -.653	.550 -.375	.550 -.409
		.600 -.419	.350 -.720	.600 -.390	.600 -.404	.600 -.386
		.650 -.372	.400 -.746	.650 -.289	.650 -.361	.650 -.368
		.700 -.301	.450 -.755	.700 -.251	.700 -.302	.700 -.328
		.750 -.256	.500 -.721	.750 -.208		
		.850 -.118	.550 -.418	.850 -.043		
		.950 .056	.600 -.386	.950 .135		
			.650 -.337			
			.700 -.287			
			.800 -.136			
			.900 .052			
			.950 .140			
			0.000 0.000			
WING LOWER SURFACE						
X/C	CP	X/C CP	X/C CP	X/C CP	X/C CP	X/C CP
.005	.777	.005 .705	.005 .641	.005 .641	.005 .479	.005 .411
.025	.260	.025 -.140	.025 -.212	.025 -.212	.025 -.180	.025 -.300
.050	-.007	.050 -.336	.050 -.515	.050 -.515	.050 -.432	.050 -.566
.100	-.229	.100 -.496	.100 -.541	.100 -.541	.100 -.594	.100 -.610
.180	-.485	.120 -.535	.180 -.564	.180 -.564	.180 -.570	.180 -.555
.300	-.621	.180 -.562	.400 -.694	.400 -.694	.300 -.658	.300 -.533
.400	-.623	.250 -.571	.500 -.755	.500 -.755	.400 -.674	.400 -.480
.500	-.732	.300 -.684	.600 -.276	.600 -.276	.500 -.629	.500 -.448
.600	-.457	.400 -.652	.650 -.140	.650 -.140	.600 -.277	.600 -.294
.650	-.227	.500 -.776	.700 -.007	.700 -.007	.650 -.133	.650 -.174
.700	-.120	.600 -.330	.750 .099	.750 .099	.700 -.008	.700 -.029
.750	-.002	.650 -.159	.800 .186	.800 .186		
.800	.101	.700 -.035	.900 .289	.900 .289		
.900	.215	.750 .076	.950 .310	.950 .310		
.950	.235	.800 .147				
		.850 .195				
		.900 .273				
		.950 .307				

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(f) $M = 0.825$ - Continued

$\alpha = 0.96^\circ$; $C_L = 0.283$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.193	0.000	.947	0.000	1.039	0.000	1.037	0.000	1.035	0.000	.980
.747	-.153	.010	-.096	.003	.525	.010	-.025	.010	.113	.010	.122
.763	-.063	.030	-.511	.010	-.163	.030	-.843	.030	-.804	.030	-.737
.778	-.011	.050	-.650	.020	-.460	.050	-.925	.050	-.921	.050	-.921
.794	.037	.100	-.678	.025	-.593	.100	-.883	.100	-.878	.100	-.908
.810	.055	.180	-.859	.030	-.718	.180	-.861	.180	-.878	.180	-.789
.825	.075	.300	-1.011	.050	-.847	.300	-.878	.300	-.872	.300	-.728
.841	.080	.350	-.950	.100	-.882	.350	-.844	.350	-.859	.350	-.687
.857	.097	.400	-.890	.120	-.894	.400	-.867	.400	-.884	.400	-.698
.873	.105	.450	-.813	.180	-.849	.450	-.850	.450	-.854	.450	-.574
.888	.111	.500	-.760	.250	-.881	.500	-.876	.500	-.897	.500	-.525
		.550	-.632	.300	-.868	.550	-.895	.550	-.891	.550	-.367
		.600	-.402	.350	-.854	.600	-.918	.600	-.902	.600	-.346
		.650	-.325	.400	-.843	.650	-.959	.650	-.942	.650	-.320
		.700	-.268	.450	-.863	.700	-.209	.700	-.212	.700	-.307
		.750	-.231	.500	-.897	.750	-.144				
		.850	-.102	.550	-.917	.850	-.007				
		.950	.056	.600	-.837	.950	.142				
				.650	-.333						
				.700	-.225						
				.800	-.078						
				.900	.067						
				.950	.151						
				0.000	0.000						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.005	.852		.005	.771		.005	.711		.005	.529
	.025	.363		.025	-.017		.025	-.086		.025	-.206
	.050	.068		.050	-.230		.050	-.357		.050	-.445
	.100	-.150		.100	-.395		.100	-.404		.100	-.477
	.180	-.405		.120	-.435		.180	-.469		.180	-.458
	.300	-.564		.180	-.450		.400	-.593		.300	-.594
	.400	-.546		.250	-.510		.500	-.631		.400	-.584
	.500	-.645		.300	-.587		.600	-.335		.500	-.472
	.600	-.376		.400	-.591		.650	-.156		.600	-.310
	.650	-.234		.500	-.686		.700	-.016		.650	-.145
	.700	-.125		.600	-.322		.750	.105		.700	-.030
	.750	.005		.650	-.155		.800	.197			
	.800	.122		.700	-.032		.900	.302			
	.900	.224		.750	.088		.950	.316			
	.950	.245		.800	.167						
				.850	.210						
				.900	.284						
				.950	.315						

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(f) $M = 0.825$ - Continued

$\alpha = 1.95^\circ$; $C_L = 0.401$

STATION .148		STATION .402		STATION .595		STATION .75		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.192	0.000	.894	0.000	1.023	0.000	1.022	0.000	1.029
.747	-.146	.010	-.182	.003	.438	.010	-.112	.010	.031
.763	-.063	.030	-.572	.010	-.265	.030	-.953	.030	-.884
.778	-.006	.050	-.745	.020	-.551	.050	-1.021	.050	-1.002
.794	.039	.100	-.817	.025	-.674	.100	-1.014	.100	-.983
.810	.062	.180	-.959	.030	-.825	.180	-.984	.180	-.988
.825	.079	.300	-1.108	.050	-.941	.300	-.977	.300	-.986
.841	.080	.350	-1.049	.100	-.986	.350	-.954	.350	-.988
.857	.097	.400	-.998	.120	-.994	.400	-.967	.400	-.985
.873	.104	.450	-.955	.180	-.964	.450	-.966	.450	-.985
.888	.109	.500	-.911	.250	-.988	.500	-.977	.500	-1.010
		.550	-.830	.300	-.984	.550	-.992	.550	-1.014
		.600	-.614	.350	-.985	.600	-.735	.600	-.568
		.650	-.354	.400	-.950	.650	-.398	.650	-.304
		.700	-.270	.450	-.943	.700	-.318	.700	-.213
		.750	-.206	.500	-.968	.750	-.245		
		.850	-.085	.550	-1.004	.850	-.073		
		.950	.047	.600	-.662	.950	.075		
				.650	-.401				
				.700	-.339				
				.800	-.173				
				.900	.024				
				.950	.052				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.884	.005	.832	.005	.780	.005	.688	.005	.620
.025	.417	.025	.091	.025	.037	.025	.068	.025	-.078
.050	.153	.050	-.131	.050	-.179	.050	-.201	.050	-.293
.100	-.087	.100	-.300	.100	-.289	.100	-.351	.100	-.355
.180	-.327	.120	-.337	.180	-.369	.180	-.386	.180	-.386
.300	-.534	.180	-.365	.400	-.513	.300	-.498	.300	-.393
.400	-.502	.250	-.404	.500	-.581	.400	-.463	.400	-.426
.500	-.582	.300	-.570	.600	-.372	.500	-.488	.500	-.430
.600	-.388	.400	-.521	.650	-.178	.600	-.317	.600	-.291
.650	-.243	.500	-.611	.700	-.033	.650	-.152	.650	-.177
.700	-.134	.600	-.348	.750	.083	.700	-.023	.700	-.032
.750	-.001	.650	-.182	.800	.185				
.800	.115	.700	-.044	.900	.280				
.900	.272	.750	.083	.950	.285				
.950	.235	.800	.161						
		.850	.205						
		.900	.275						
		.950	.296						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(f) $M = 0.825$ - Continued

$\alpha = 2.94^\circ$; $C_L = 0.479$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.187	0.000	.824	0.000	1.004	0.000	1.003	0.000	1.025	0.000	.962
.747	-.137	.010	-.295	.003	.382	.010	-.182	.010	-.036	.010	-.053
.763	-.058	.030	-.759	.010	-.338	.030	-.995	.030	-.939	.030	-.916
.778	-.010	.050	-.809	.020	-.639	.050	-1.042	.050	-1.074	.050	-1.086
.794	.038	.100	-.880	.025	-.762	.100	-1.082	.100	-1.064	.100	-1.085
.810	.061	.180	-1.030	.030	-.913	.180	-1.060	.180	-1.068	.180	-.990
.825	.081	.300	-1.170	.050	-1.017	.300	-1.055	.300	-1.052	.300	-.906
.841	.082	.350	-1.149	.100	-1.075	.350	-1.046	.350	-1.066	.350	-.905
.857	.101	.400	-1.086	.120	-1.065	.400	-1.046	.400	-1.058	.400	-.898
.873	.115	.450	-1.037	.180	-1.034	.450	-1.047	.450	-1.055	.450	-.797
.888	.115	.500	-.997	.250	-1.057	.500	-1.059	.500	-1.062	.500	-.852
		.550	-.827	.300	-1.070	.550	-.800	.550	-.939	.550	-.827
		.600	-.518	.350	-1.052	.600	-.450	.600	-.531	.600	-.548
		.650	-.372	.400	-1.067	.650	-.402	.650	-.378	.650	-.262
		.700	-.277	.450	-1.056	.700	-.353	.700	-.269	.700	-.237
		.750	-.205	.500	-1.001	.750	-.290				
		.850	-.093	.550	-.489	.850	-.172				
		.950	.023	.600	-.439	.950	-.037				
				.650	-.411						
				.700	-.371						
				.800	-.275						
				.900	-.157						
				.950	-.069						
				0.000	0.000						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.930	.005	.887
.025	.487	.025	.174
.050	.196	.050	-.047
.100	-.047	.100	-.207
.180	-.285	.120	-.232
.300	-.463	.180	-.285
.400	-.450	.250	-.352
.500	-.516	.300	-.471
.600	-.394	.400	-.485
.650	-.252	.500	-.553
.700	-.143	.600	-.409
.750	-.010	.650	-.206
.800	.113	.700	-.066
.900	.212	.750	.061
.950	.221	.800	.142
		.850	.186
		.900	.239
		.950	.244

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.748	.005	.842	.005	.748	.005	.691
.025	.149	.025	.120	.025	.149	.025	.042
.050	-.115	.050	-.114	.050	-.115	.050	-.182
.100	-.259	.100	-.208	.100	-.259	.100	-.283
.180	-.303	.180	-.310	.180	-.303	.180	-.335
.300	-.435	.400	-.455	.300	-.435	.300	-.354
.400	-.452	.500	-.501	.400	-.452	.400	-.400
.500	-.491	.600	-.446	.500	-.491	.500	-.409
.600	-.340	.650	-.193	.600	-.340	.600	-.292
.650	-.160	.700	-.057	.650	-.160	.650	-.174
.700	-.035	.750	.065	.700	-.035	.700	-.037
		.800	.160				
		.900	.246				
		.950	.245				

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(f) $M = 0.825$ - Continued

$\alpha = 3.98^\circ$; $C_{L_0} = 0.555$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913			
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
.731	-.190	0.000	.773	0.000	.965	0.000	.972	0.000	.937		
.747	-.156	.010	-.375	.003	.284	.010	-.272	.010	-.145		
.763	-.079	.030	-.932	.010	-.440	.030	-1.072	.030	-.966		
.778	-.032	.050	-.919	.020	-.747	.050	-1.159	.050	-1.139		
.794	.023	.100	-.962	.025	-.857	.100	-1.151	.100	-1.142		
.810	.048	.180	-1.099	.030	-.980	.180	-1.133	.180	-1.051		
.825	.076	.300	-1.246	.050	-1.116	.300	-1.132	.300	-.987		
.841	.079	.350	-1.221	.100	-1.138	.350	-1.118	.350	-.965		
.857	.099	.400	-1.189	.120	-1.145	.400	-1.121	.400	-.982		
.873	.113	.450	-1.131	.180	-1.126	.450	-1.120	.450	-.869		
.888	.118	.500	-1.016	.250	-1.138	.500	-.891	.500	-.913		
		.550	-.654	.300	-1.139	.550	-.544	.550	-.927		
		.600	-.515	.350	-1.140	.600	-.478	.600	-.670		
		.650	-.402	.400	-1.132	.650	-.427	.650	-.299		
		.700	-.296	.450	-.729	.700	-.386	.700	-.225		
		.750	-.231	.500	-.508	.750	-.357				
		.850	-.120	.550	-.479	.850	-.223				
		.950	-.018	.600	-.450	.950	-.089				
				.650	-.440						
				.700	-.414						
				.800	-.340						
				.900	-.254						
				.950	-.197						
				0.000	0.000						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.005	.954		.005	.931		.005	.891		.005	.753
	.025	.536		.025	.280		.025	.241		.025	.141
	.050	.286		.050	.051		.050	-.009		.050	-.121
	.100	.020		.100	-.117		.100	-.130		.100	-.228
	.180	-.233		.120	-.163		.180	-.242		.180	-.292
	.300	-.399		.180	-.232		.400	-.421		.300	-.339
	.400	-.414		.250	-.281		.500	-.491		.400	-.389
	.500	-.492		.300	-.433		.600	-.482		.500	-.418
	.600	-.415		.400	-.446		.650	-.216		.600	-.299
	.650	-.267		.500	-.522		.700	-.074		.650	-.187
	.700	-.150		.600	-.487		.750	.050		.700	-.045
	.750	-.014		.650	-.225		.800	.139			
	.800	.103		.700	-.093		.900	.226			
	.900	.205		.750	.036		.950	.222			
	.950	.208		.800	.123						
				.850	.161						
				.900	.219						
				.950	.198						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(f) $M = 0.825$ - Concluded

$\alpha = 4.96^\circ$; $C_L = 0.630$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.235	0.000	.696	0.000	.925	0.000	.944	0.000	.988	0.000	.921
.747	-.190	.010	-.468	.003	.200	.010	-.335	.010	-.208	.010	-.203
.763	-.108	.030	-.982	.010	-.541	.030	-1.132	.030	-1.080	.030	-.052
.778	-.053	.050	-1.001	.020	-.810	.050	-1.245	.050	-1.204	.050	-1.218
.794	.010	.100	-1.052	.025	-.933	.100	-1.247	.100	-1.213	.100	-1.234
.810	.048	.180	-1.191	.030	-1.051	.180	-1.213	.180	-1.224	.180	-1.138
.825	.081	.300	-1.302	.050	-1.184	.300	-1.216	.300	-1.205	.300	-1.067
.841	.084	.350	-1.285	.100	-1.226	.350	-1.189	.350	-1.181	.350	-1.034
.857	.103	.400	-1.231	.120	-1.233	.400	-1.188	.400	-1.123	.400	-1.049
.873	.115	.450	-.980	.180	-1.214	.450	-1.140	.450	-1.032	.450	-.945
.888	.116	.500	-.762	.250	-1.210	.500	-.840	.500	-.746	.500	-.997
		.550	-.676	.300	-1.210	.550	-.591	.550	-.615	.550	-.992
		.600	-.588	.350	-1.199	.600	-.509	.600	-.521	.600	-.640
		.650	-.481	.400	-1.139	.650	-.464	.650	-.470	.650	-.347
		.700	-.361	.450	-.685	.700	-.402	.700	-.426	.700	-.252
		.750	-.278	.500	-.557	.750	-.351				
		.850	-.162	.550	-.514	.850	-.245				
		.950	-.063	.600	-.489	.950	-.133				
				.650	-.472						
				.700	-.447						
				.800	-.370						
				.900	-.268						
				.950	-.208						
				0.000	0.000						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.991	.005	.972	.005	.931	.005	.868	.005	.799
		.025	.555	.025	.368	.025	.322	.025	.343	.025	.213
		.050	.322	.050	.140	.050	.070	.050	.094	.050	-.013
		.100	.079	.100	-.055	.100	-.037	.100	-.094	.100	-.144
		.180	-.162	.120	-.081	.180	-.159	.180	-.172	.180	-.223
		.300	-.327	.180	-.164	.400	-.364	.300	-.329	.300	-.287
		.400	-.361	.250	-.226	.500	-.460	.400	-.383	.400	-.355
		.500	-.463	.300	-.360	.600	-.496	.500	-.476	.500	-.410
		.600	-.410	.400	-.384	.650	-.225	.600	-.408	.600	-.313
		.650	-.269	.500	-.471	.700	-.093	.650	-.197	.650	-.200
		.700	-.165	.600	-.477	.750	.040	.700	-.074	.700	-.064
		.750	-.027	.650	-.242	.800	.128				
		.800	.068	.700	-.107	.900	.214				
		.900	.187	.750	.033	.950	.206				
		.950	.189	.800	.109						
				.850	.154						
				.900	.203						
				.950	.179						

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TABLE XX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(g) $M = 0.85$

$\alpha = -1.07^\circ$; $C_L = 0.015$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.265	0.000	1.074	0.000	1.071	0.000	1.054	0.000	1.020
.747	-.180	.010	.186	.003	.706	.010	.199	.010	.312
.763	-.077	.030	-.245	.010	.088	.030	-.597	.030	-.528
.778	-.006	.050	-.376	.020	-.204	.050	-.554	.050	-.614
.794	.037	.100	-.444	.025	-.320	.100	-.557	.100	-.537
.810	.062	.180	-.654	.030	-.433	.180	-.581	.180	-.609
.825	.083	.300	-.715	.050	-.564	.300	-.601	.300	-.604
.841	.085	.350	-.715	.100	-.594	.350	-.596	.350	-.636
.857	.103	.400	-.626	.120	-.626	.400	-.608	.400	-.647
.873	.105	.450	-.608	.180	-.599	.450	-.642	.450	-.639
.888	.114	.500	-.537	.250	-.630	.500	-.663	.500	-.648
		.550	-.431	.300	-.621	.550	-.704	.550	-.672
		.600	-.477	.350	-.632	.600	-.748	.600	-.692
		.650	-.548	.400	-.650	.650	-.815	.650	-.692
		.700	-.359	.450	-.683	.700	-.473	.700	-.338
		.750	-.289	.500	-.707	.750	-.217		
		.850	-.127	.550	-.745	.850	-.037		
		.950	-.045	.600	-.630	.950	.107		
				.650	-.632				
				.700	-.370				
				.800	-.134				
				.900	.018				
				.950	.085				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.750	.005	.645	.005	.586	.005	.402	.005	.346
.025	.225	.025	-.219	.025	-.290	.025	-.250	.025	-.399
.050	-.039	.050	-.408	.050	-.589	.050	-.518	.050	-.616
.100	-.256	.100	-.552	.100	-.651	.100	-.668	.100	-.724
.180	-.500	.120	-.593	.180	-.627	.180	-.712	.180	-.705
.300	-.658	.180	-.628	.400	-.759	.300	-.763	.300	-.685
.400	-.659	.250	-.669	.500	-.850	.400	-.796	.400	-.688
.500	-.778	.300	-.727	.600	-.237	.500	-.873	.500	-.751
.600	-.637	.400	-.727	.650	-.188	.600	-.237	.600	-.224
.650	-.291	.500	-.815	.700	-.152	.650	-.173	.650	-.133
.700	-.229	.600	-.233	.750	-.114	.700	-.107	.700	-.014
.750	-.181	.650	-.212	.800	-.063				
.800	-.138	.700	-.189	.900	.074				
.900	.023	.750	-.150	.950	.122				
.950	.138	.800	-.123						
		.850	-.103						
		.900	.006						
		.950	.089						

ORIGINAL PAGE IS
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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(g) $M = 0.85$ - Continued

$\alpha = -0.06^\circ$; $C_L = 0.121$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE								
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
.731	-.220	0.000	1.034	0.000	1.068	0.000	1.056	0.000	1.030	
.747	-.149	.010	.075	.003	.632	.010	.110	.010	.232	
.763	-.053	.030	-.376	.010	-.014	.030	-.692	.030	-.631	
.778	.000	.050	-.469	.020	-.301	.050	-.740	.050	-.734	
.794	.046	.100	-.541	.025	-.418	.100	-.699	.100	-.704	
.810	.068	.180	-.731	.030	-.565	.180	-.697	.180	-.734	
.825	.084	.300	-.846	.050	-.684	.300	-.725	.300	-.723	
.841	.088	.350	-.834	.100	-.710	.350	-.708	.350	-.730	
.857	.102	.400	-.758	.120	-.718	.400	-.723	.400	-.732	
.873	.111	.450	-.685	.180	-.714	.450	-.711	.450	-.747	
.888	.113	.500	-.669	.250	-.720	.500	-.755	.500	-.772	
		.550	-.650	.300	-.737	.550	-.793	.550	-.813	
		.600	-.619	.350	-.708	.600	-.832	.600	-.789	
		.650	-.479	.400	-.738	.650	-.842	.650	-.661	
		.700	-.289	.450	-.749	.700	-.320	.700	-.232	
		.750	-.228	.500	-.788	.750	-.204			
		.850	-.092	.550	-.827	.850	-.038			
		.950	.069	.600	-.861	.950	.125			
				.650	-.829					
				.700	-.307					
				.800	-.107					
				.900	.065					
				.950	.133					
				0.000	0.000					
WING LOWER SURFACE										
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
	.005	.804	.005	.710	.005	.646	.005	.476	.005	.439
	.025	.300	.025	-.117	.025	-.184	.025	-.148	.025	-.304
	.050	.033	.050	-.307	.050	-.483	.050	-.411	.050	-.548
	.100	-.199	.100	-.468	.100	-.510	.100	-.577	.100	-.645
	.180	-.444	.120	-.506	.180	-.538	.180	-.594	.180	-.581
	.300	-.604	.180	-.546	.400	-.690	.300	-.670	.300	-.575
	.400	-.605	.250	-.558	.500	-.785	.400	-.688	.400	-.599
	.500	-.736	.300	-.657	.600	-.296	.500	-.805	.500	-.694
	.600	-.853	.400	-.668	.650	-.191	.600	-.268	.600	-.238
	.650	-.293	.500	-.764	.700	-.128	.650	-.179	.650	-.136
	.700	-.192	.600	-.257	.750	-.070	.700	-.095	.700	-.013
	.750	-.104	.650	-.195	.800	-.013				
	.800	-.028	.700	-.166	.900	.145				
	.900	.148	.750	-.130	.950	.182				
	.950	.221	.800	-.084						
			.850	-.044						
			.900	.061						
			.950	.143						

ORIGINAL PAGE IS
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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(g) $M = 0.85$ - Continued

$\alpha = 0.97^\circ$; $C_L = 0.215$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.196	0.000	.981	0.000	1.056	0.000	1.046	0.000	1.042	0.000	.981
.747	-.132	.010	.011	.003	.561	.010	.026	.010	.153	.010	.185
.763	-.049	.030	-.517	.010	-.106	.030	-.777	.030	-.717	.030	-.680
.778	.004	.050	-.573	.020	-.375	.050	-.847	.050	-.834	.050	-.845
.794	.049	.100	-.614	.025	-.511	.100	-.804	.100	-.816	.100	-.825
.810	.069	.180	-.812	.030	-.676	.180	-.790	.180	-.826	.180	-.741
.825	.086	.300	-.952	.050	-.763	.300	-.820	.300	-.830	.300	-.721
.841	.085	.350	-.896	.100	-.808	.350	-.794	.350	-.825	.350	-.706
.857	.102	.400	-.860	.120	-.823	.400	-.818	.400	-.833	.400	-.749
.873	.114	.450	-.823	.180	-.801	.450	-.825	.450	-.825	.450	-.653
.888	.116	.500	-.777	.250	-.826	.500	-.831	.500	-.858	.500	-.690
		.550	-.735	.300	-.831	.550	-.873	.550	-.881	.550	-.722
		.600	-.735	.350	-.814	.600	-.877	.600	-.874	.600	-.672
		.650	-.469	.400	-.808	.650	-.327	.650	-.357	.650	-.295
		.700	-.264	.450	-.830	.700	-.267	.700	-.230	.700	-.226
		.750	-.203	.500	-.857	.750	-.220				
		.850	-.078	.550	-.897	.850	-.095				
		.950	.070	.600	-.661	.950	.040				
				.650	-.340						
				.700	-.284						
				.800	-.175						
				.900	-.027						
				.950	.060						
				0.000	0.000						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.005	.657		.005	.780		.005	.723		.005	.505
	.025	.346		.025	-.002		.025	-.069		.025	-.233
	.050	.116		.050	-.221		.050	-.340		.050	-.449
	.100	-.138		.100	-.402		.100	-.405		.100	-.516
	.180	-.390		.120	-.431		.180	-.458		.180	-.495
	.300	-.545		.180	-.427		.400	-.620		.300	-.543
	.400	-.550		.250	-.503		.500	-.712		.400	-.578
	.500	-.690		.300	-.615		.600	-.589		.500	-.659
	.600	-.794		.400	-.597		.650	-.242		.600	-.264
	.650	-.423		.500	-.727		.700	-.147		.650	-.147
	.700	-.174		.600	-.492		.750	-.077		.700	-.017
	.750	-.065		.650	-.225		.800	-.010			
	.800	.030		.700	-.168		.900	.187			
	.900	.200		.750	-.116		.950	.206			
	.950	.232		.800	-.079						
				.850	-.038						
				.900	.092						
				.950	.170						

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(g) M = 0.85 - Continued

$\alpha = 1.95^\circ$; $C_{L_i} = 0.301$

STATION .148				STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE				WING UPPER SURFACE							
/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
31	-.191	0.000	.966	0.000	1.046	0.000	1.047	0.000	1.040	0.000	.987
47	-.129	.010	-.118	.003	.512	.010	-.032	.010	.109	.010	.113
63	-.047	.030	-.595	.010	-.161	.030	-.838	.030	-.782	.030	-.745
78	.004	.050	-.644	.020	-.475	.050	-.935	.050	-.898	.050	-.914
94	.052	.100	-.713	.025	-.565	.100	-.900	.100	-.886	.100	-.922
10	.072	.180	-.876	.030	-.723	.180	-.882	.180	-.897	.180	-.827
25	.088	.300	-1.028	.050	-.833	.300	-.906	.300	-.897	.300	-.804
41	.091	.350	-.991	.100	-.904	.350	-.882	.350	-.913	.350	-.800
57	.109	.400	-.942	.120	-.907	.400	-.903	.400	-.925	.400	-.816
73	.115	.450	-.902	.180	-.889	.450	-.902	.450	-.929	.450	-.718
88	.122	.500	-.869	.250	-.923	.500	-.923	.500	-.955	.500	-.775
		.550	-.810	.300	-.922	.550	-.934	.550	-.971	.550	-.780
		.600	-.746	.350	-.908	.600	-.458	.600	-.495	.600	-.772
		.650	-.406	.400	-.906	.650	-.323	.650	-.338	.650	-.349
		.700	-.274	.450	-.904	.700	-.287	.700	-.291	.700	-.220
		.750	-.204	.500	-.908	.750	-.242				
		.850	-.083	.550	-.690	.850	-.159				
		.950	.054	.600	-.349	.950	-.074				
				.650	-.331						
				.700	-.302						
				.800	-.233						
				.900	-.125						
				.950	-.072						
				0.000	0.000						
				WING LOWER SURFACE							
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.005	.892	.005	.839	.005	.795	.005	.669	.005	.582
		.025	.437	.025	.076	.025	.020	.025	.043	.025	-.115
		.050	.167	.050	-.148	.050	-.228	.050	-.223	.050	-.336
		.100	-.081	.100	-.300	.100	-.295	.100	-.381	.100	-.422
		.180	-.378	.120	-.358	.180	-.397	.180	-.411	.180	-.429
		.300	-.445	.180	-.373	.400	-.561	.300	-.549	.300	-.493
		.400	-.508	.250	-.449	.500	-.643	.400	-.570	.400	-.491
		.500	-.627	.300	-.517	.600	-.843	.500	-.682	.500	-.590
		.600	-.753	.400	-.561	.650	-.266	.600	-.709	.600	-.299
		.650	-.430	.500	-.639	.700	-.132	.650	-.200	.650	-.156
		.700	-.151	.600	-.823	.750	-.031	.700	-.070	.700	-.025
		.750	-.025	.650	-.269	.800	.057				
		.800	.074	.700	-.160	.900	.201				
		.900	.206	.750	-.083	.950	.207				
		.950	.225	.800	.020						
				.850	.031						
				.900	.158						
				.950	.179						

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(g) $M = 0.85$ - Continued

$\alpha = 2.87^\circ$; $C_L = 0.390$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.203	0.000	.880	0.000	1.029	0.000	1.025	0.000	.979
.747	-.141	.010	-.198	.003	.433	.010	-.104	.010	.028
.763	-.060	.030	-.710	.010	-.263	.030	-.908	.030	-.816
.778	-.010	.050	-.739	.020	-.553	.050	-1.015	.050	-.990
.794	.041	.100	-.791	.025	-.661	.100	-.994	.100	-1.010
.810	.066	.180	-.948	.030	-.810	.180	-.994	.180	-.930
.825	.086	.300	-1.115	.050	-.938	.300	-.989	.300	-.877
.841	.086	.350	-1.086	.100	-.981	.350	-.986	.350	-.874
.857	.108	.400	-1.036	.120	-.982	.400	-.978	.400	-.886
.873	.113	.450	-.990	.180	-.977	.450	-.982	.450	-.797
.888	.121	.500	-.967	.250	-1.002	.500	-.985	.500	-.847
		.550	-.904	.300	-1.009	.550	-.667	.550	-.860
		.600	-.665	.350	-1.003	.600	-.403	.600	-.863
		.650	-.439	.400	-.998	.650	-.366	.650	-.541
		.700	-.338	.450	-1.000	.700	-.337	.700	-.274
		.750	-.243	.500	-.688	.750	-.314		
		.850	-.112	.550	-.421	.850	-.218		
		.950	.013	.600	-.388	.950	-.130		
				.650	-.384				
				.700	-.358				
				.800	-.303				
				.900	-.230				
				.950	-.200				
				0.000	0.000				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.933	.005	.889	.005	.826	.005	.737	.005	.662
.025	.483	.025	.173	.025	.118	.025	.138	.025	-.007
.050	.225	.050	-.042	.050	-.129	.050	-.122	.050	-.228
.100	-.034	.100	-.216	.100	-.204	.100	-.283	.100	-.327
.180	-.279	.120	-.265	.180	-.317	.180	-.337	.180	-.370
.300	-.483	.180	-.313	.400	-.475	.300	-.471	.300	-.405
.400	-.464	.250	-.353	.500	-.607	.400	-.516	.400	-.456
.500	-.573	.300	-.521	.600	-.818	.500	-.610	.500	-.574
.600	-.723	.400	-.478	.650	-.326	.600	-.781	.600	-.354
.650	-.432	.500	-.610	.700	-.134	.650	-.238	.650	-.171
.700	-.155	.600	-.802	.750	-.048	.700	-.078	.700	-.036
.750	-.036	.650	-.340	.800	.046				
.800	.061	.700	-.155	.900	.170				
.900	.188	.750	-.059	.950	.179				
.950	.210	.800	.024						
		.850	.075						
		.900	.170						
		.950	.162						

TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Continued

(g) $M = 0.85$ - Continued

$\alpha = 3.97^\circ$; $C_L = 0.473$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
31	-.230	0.000	.807	0.000	.985	0.000	1.004	0.000	1.018	0.000	.963
47	-.160	.010	-.296	.003	.353	.010	-.196	.010	-.056	.010	-.045
63	-.084	.030	-.827	.010	-.358	.030	-.980	.030	-.919	.030	-.881
78	-.035	.050	-.823	.020	-.650	.050	-1.085	.050	-1.054	.050	-1.042
94	.024	.100	-.891	.025	-.762	.100	-1.060	.100	-1.054	.100	-1.072
10	.055	.180	-1.037	.030	-.895	.180	-1.058	.180	-1.055	.180	-.995
25	.082	.300	-1.167	.050	-1.016	.300	-1.052	.300	-1.060	.300	-.935
41	.083	.350	-1.149	.100	-1.066	.350	-1.048	.350	-1.065	.350	-.931
57	.103	.400	-1.127	.120	-1.054	.400	-1.051	.400	-1.051	.400	-.946
73	.115	.450	-1.080	.180	-1.041	.450	-1.059	.450	-1.042	.450	-.858
88	.123	.500	-1.038	.250	-1.051	.500	-.890	.500	-.972	.500	-.902
		.550	-.912	.300	-1.069	.550	-.483	.550	-.736	.550	-.917
		.600	-.562	.350	-1.068	.600	-.433	.600	-.533	.600	-.911
		.650	-.451	.400	-1.060	.650	-.429	.650	-.451	.650	-.528
		.700	-.360	.450	-.617	.700	-.402	.700	-.379	.700	-.317
		.750	-.263	.500	-.464	.750	-.370				
		.850	-.132	.550	-.420	.850	-.278				
		.950	-.023	.600	-.420	.950	-.183				
				.650	-.397						
				.700	-.393						
				.800	-.357						
				.900	-.290						
				.950	-.249						
				0.000	0.000						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.005	.972		.005	.926		.005	.884		.005	.800
	.025	.549		.025	.257		.025	.241		.025	.236
	.050	.291		.050	.044		.050	-.016		.050	-.022
	.100	.032		.100	-.133		.100	-.117		.100	-.194
	.180	-.222		.120	-.165		.180	-.253		.180	-.261
	.300	-.427		.180	-.233		.400	-.454		.300	-.435
	.400	-.426		.250	-.293		.500	-.570		.400	-.452
	.500	-.542		.300	-.466		.600	-.783		.500	-.585
	.600	-.683		.400	-.462		.650	-.524		.600	-.787
	.650	-.548		.500	-.583		.700	-.169		.650	-.380
	.700	-.173		.600	-.783		.750	-.059		.700	-.130
	.750	-.047		.650	-.557		.800	.044			
	.800	.073		.700	-.180		.900	.183			
	.900	.182		.750	-.077		.950	.175			
	.950	.194		.800	.017						
				.850	.068						
				.900	.154						
				.950	.166						

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TABLE IX.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 2 - Concluded

(g) M = 0.85 - Concluded

$\alpha = 4.96^\circ$; $C_L = 0.583$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE						WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.265	0.000	.757	0.000	.956	0.000	.978	0.000	1.014	0.000	.940
.747	-.203	.010	-.403	.003	.258	.010	-.253	.010	-.127	.010	-.120
.763	-.111	.030	-.934	.010	-.434	.030	-1.032	.030	-.982	.030	-.942
.778	-.057	.050	-.894	.020	-.728	.050	-1.133	.050	-1.102	.050	-1.112
.794	.010	.100	-.979	.025	-.834	.100	-1.128	.100	-1.117	.100	-1.128
.810	.045	.180	-1.097	.030	-.969	.180	-1.122	.180	-1.120	.180	-1.052
.825	.079	.300	-1.228	.050	-1.091	.300	-1.128	.300	-1.102	.300	-1.010
.841	.084	.350	-1.224	.100	-1.138	.350	-1.114	.350	-1.103	.350	-.982
.857	.106	.400	-1.186	.120	-1.131	.400	-1.105	.400	-1.066	.400	-.999
.873	.117	.450	-1.154	.180	-1.118	.450	-1.111	.450	-.929	.450	-.899
.888	.130	.500	-1.020	.250	-1.132	.500	-1.054	.500	-.767	.500	-.960
		.550	-.700	.300	-1.139	.550	-.612	.550	-.616	.550	-.968
		.600	-.619	.350	-1.134	.600	-.527	.600	-.512	.600	-.959
		.650	-.517	.400	-1.013	.650	-.472	.650	-.472	.650	-.502
		.700	-.440	.450	-.698	.700	-.426	.700	-.440	.700	-.353
		.750	-.315	.500	-.527	.750	-.373				
		.850	-.190	.550	-.467	.850	-.289				
		.950	-.079	.600	-.458	.950	-.190				
				.650	-.449						
				.700	-.416						
				.800	-.380						
				.900	-.345						
				.950	-.289						
				0.000	0.000						
						WING LOWER SURFACE					
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.997	.005	.967	.005	.921	.005	.855	.005	.785	.005	.785
.025	.604	.025	.360	.025	.305	.025	.303	.025	.183	.025	.183
.050	.344	.050	.122	.050	.054	.050	.062	.050	-.053	.050	-.053
.100	.074	.100	-.060	.100	-.049	.100	-.112	.100	-.176	.100	-.176
.180	-.175	.120	-.102	.180	-.187	.180	-.202	.180	-.264	.180	-.264
.300	-.361	.180	-.163	.400	-.401	.300	-.362	.300	-.342	.300	-.342
.400	-.382	.250	-.239	.500	-.531	.400	-.416	.400	-.416	.400	-.416
.500	-.503	.300	-.387	.600	-.753	.500	-.553	.500	-.548	.500	-.548
.600	-.647	.400	-.421	.650	-.574	.600	-.753	.600	-.567	.600	-.567
.650	-.468	.500	-.534	.700	-.147	.650	-.418	.650	-.202	.650	-.202
.700	-.183	.600	-.731	.750	-.019	.700	-.108	.700	-.069	.700	-.069
.750	-.049	.650	-.585	.800	.077						
.800	.070	.700	-.160	.900	.178						
.900	.163	.750	-.033	.950	.174						
.950	.167	.800	.057								
		.850	.106								
		.900	.163								
		.950	.147								

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123

(a) $M = 0.25$

$\alpha = -1.72^\circ$; $C_L = -0.104$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
731	-.208	.223	-.222	0.000	.903	0.000	.874	0.000	.828	0.000	.822
747	-.257	.346	-.249	.003	.626	.010	.062	.010	.215	.010	.294
763	-.312	.448	-.245	.010	-.017	.030	-.164	.030	-.138	.030	-.052
778	-.304	.487	-.235	.020	-.206	.050	-.211	.050	-.155	.050	-.171
		.527	-.228	.025	-.254	.100	-.210	.100	-.159	.100	-.168
		.566	-.204	.030	-.258	.180	-.240	.180	-.205	.180	-.168
		.605	-.157	.050	-.281	.300	-.239	.300	-.231	.300	-.164
		.669	-.145	.100	-.265	.350	-.242	.350	-.231	.350	-.181
		.684	-.123	.120	-.251	.400	-.248	.400	-.234	.400	-.185
		.724	-.118	.180	-.235	.450	-.258	.450	-.240	.450	-.195
		.763	-.063	.250	-.240	.500	-.253	.500	-.240	.500	-.200
		.803	-.056	.300	-.251	.550	-.253	.550	-.240	.550	-.208
		.882	-.160	.350	-.250	.600	-.247	.600	-.242	.600	-.207
		.961	-.142	.400	-.249	.650	-.238	.650	-.243	.650	-.201
				.450	-.251	.700	-.227	.700	-.218	.700	-.203
				.500	-.254	.750	-.196	.750	.087	.750	-.220
				.550	-.251	.850	-.096			.850	-.099
				.600	-.255	.950	.031			.950	.016
				.650	-.229					.990	.073
				.700	-.213						
				.800	-.151						
				.900	-.044						
				.950	.026						
				.990	.101						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.148	-.252		.005	.130		.005	.020		.005	-.114
	.222	-.271		.025	-.730		.025	-.676		.025	-.650
	.338	-.286		.050	-.565		.050	-.615		.050	-.571
	.448	-.305		.100	-.573		.100	-.502		.100	-.484
	.527	-.319		.120	-.520		.180	-.432		.180	-.435
	.605	-.278		.180	-.445		.400	-.358		.300	-.352
	.684	-.267		.250	-.419		.500	-.322		.400	-.332
	.724	-.218		.300	-.381		.600	-.280		.500	-.320
	.763	-.148		.400	-.373		.650	-.189		.600	-.249
	.803	-.052		.500	-.369		.700	-.094		.650	-.146
	.842	.038		.600	-.294		.750	.011		.700	-.064
	.921	.106		.650	-.198		.800	.100		.750	.042
	.961	.131		.700	-.116		.900	.189		.800	.141
				.750	-.003		.950	.213			
				.800	.073						
				.900	.185						
				.950	.200						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(a) $M = 0.25$ - Continued

$\alpha = -0.94^\circ$; $C_L = -0.028$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.194	.223	-.258	0.000	.924	0.000	.913	0.000	.894
.747	-.266	.346	-.275	.003	.509	.010	-.134	.010	.019
.763	-.313	.448	-.270	.010	-.211	.030	-.304	.030	-.244
.778	-.307	.487	-.252	.020	-.436	.050	-.305	.050	-.272
		.527	-.241	.025	-.444	.100	-.276	.100	-.238
		.566	-.214	.030	-.404	.180	-.291	.180	-.246
		.605	-.171	.050	-.434	.300	-.285	.300	-.268
		.669	-.141	.100	-.326	.350	-.282	.350	-.269
		.684	-.125	.120	-.330	.400	-.281	.400	-.266
		.724	-.110	.180	-.293	.450	-.276	.450	-.266
		.763	-.067	.250	-.291	.500	-.279	.500	-.268
		.803	-.044	.300	-.290	.550	-.274	.550	-.268
		.882	-.150	.350	-.283	.600	-.274	.600	-.271
		.961	-.139	.400	-.272	.650	-.263	.650	-.257
				.450	-.274	.700	-.240	.700	-.237
				.500	-.270	.750	-.211	.750	-.237
				.550	-.275	.850	-.101	.990	.089
				.600	-.262	.950	.028		
				.650	-.232				
				.700	-.228				
				.800	-.2				
				.900	-.09				
				.950	.031				
				.990	.104				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.218	.005	.323	.005	.243	.035	.181	.005	.081
.222	-.247	.025	-.588	.025	-.491	.025	-.465	.025	-.464
.338	-.267	.050	-.457	.050	-.485	.050	-.463	.050	-.535
.448	-.288	.100	-.488	.100	-.430	.100	-.423	.100	-.332
.527	-.308	.120	-.439	.180	-.373	.180	-.366	.180	-.246
.605	-.282	.180	-.401	.400	-.331	.300	-.316	.300	-.268
.684	-.263	.250	-.365	.500	-.306	.400	-.307	.400	-.268
.724	-.215	.300	-.362	.600	-.264	.500	-.278	.500	-.247
.763	-.153	.400	-.341	.650	-.177	.600	-.229	.600	-.189
.803	-.058	.500	-.333	.700	-.078	.650	-.136	.650	-.125
.842	.035	.600	-.281	.750	.014	.700	-.051	.700	-.046
.921	.111	.650	-.198	.800	.100	.750	.048	.750	.058
.961	.132	.700	-.117	.900	.204	.800	.122	.800	.148
		.750	-.015	.950	.215				
		.800	.075						
		.900	.175						
		.950	.204						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 0.11^\circ$; $C_L = 0.068$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
731	-.195	.223	-.330	0.000	.916	0.000	.922	0.000	.923	0.000	.900
747	-.271	.346	-.315	.003	.223	.010	-.447	.010	-.290	.010	-.072
763	-.313	.448	-.303	.010	-.576	.030	-.501	.030	-.426	.030	-.371
773	-.307	.487	-.287	.020	-.710	.050	-.461	.050	-.419	.050	-.365
		.527	-.265	.025	-.677	.100	-.409	.100	-.345	.100	-.279
		.566	-.233	.030	-.697	.180	-.382	.180	-.333	.180	-.274
		.605	-.184	.050	-.752	.300	-.339	.300	-.334	.300	-.267
		.669	-.152	.100	-.468	.350	-.324	.350	-.330	.350	-.253
		.684	-.136	.120	-.437	.400	-.326	.400	-.308	.400	-.249
		.724	-.126	.180	-.355	.450	-.318	.450	-.303	.450	-.243
		.763	-.074	.250	-.351	.500	-.302	.500	-.289	.500	-.247
		.803	-.060	.300	-.344	.550	-.301	.550	-.292	.550	-.251
		.882	-.165	.350	-.325	.600	-.289	.600	-.288	.600	-.247
		.961	-.143	.400	-.312	.650	-.282	.650	-.280	.650	-.240
				.450	-.310	.700	-.261	.700	-.255	.700	-.236
				.500	-.309	.750	-.221	.990	.088	.750	-.240
				.550	-.303	.850	-.123			.850	-.116
				.600	-.294	.950	.024			.950	.010
				.650	-.263					.990	.073
				.700	-.234						
				.800	-.171						
				.900	-.046						
				.950	.026						
				.990	.100						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.161	.005	.537	.005	.484	.005	.419	.005	.302	.005	.302
.222	-.198	.025	-.312	.025	-.248	.025	-.226	.025	-.212	.025	-.212
.338	-.239	.050	-.303	.050	-.314	.050	-.314	.050	-.409	.050	-.409
.448	-.277	.100	-.364	.100	-.328	.100	-.308	.100	-.290	.100	-.290
.527	-.279	.120	-.356	.180	-.289	.180	-.306	.180	-.208	.180	-.208
.605	-.258	.180	-.318	.400	-.298	.300	-.264	.300	-.220	.300	-.220
.684	-.269	.250	-.322	.500	-.283	.400	-.268	.400	-.246	.400	-.246
.724	-.196	.300	-.308	.600	-.251	.500	-.254	.500	-.229	.500	-.229
.763	-.132	.400	-.316	.650	-.158	.600	-.212	.600	-.180	.600	-.180
.803	-.047	.500	-.295	.700	-.066	.650	-.122	.650	-.109	.650	-.109
.842	.035	.600	-.265	.750	.025	.700	-.045	.700	-.045	.700	-.045
.921	.122	.650	-.184	.800	.111	.750	.062	.750	.065	.750	.065
.961	.133	.700	-.091	.900	.199	.800	.132	.800	.158		
		.750	.005	.950	.218						
		.800	.076								
		.900	.173								
		.950	.210								

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 1.10^\circ$; $C_L = 0.166$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.187	.223	-.366	0.000	-.848	0.000	-.876	0.000	-.921	0.000	-.904								
.747	-.279	.346	-.358	.003	-.079	.010	-.823	.010	-.544	.010	-.353								
.763	-.304	.448	-.340	.010	-1.006	.030	-.732	.030	-.641	.030	-.577								
.778	-.305	.487	-.312	.020	-1.030	.050	-.652	.050	-.538	.050	-.519								
		.527	-.282	.025	-.956	.100	-.514	.100	-.433	.100	-.363								
		.566	-.249	.030	-.918	.180	-.455	.180	-.404	.180	-.310								
		.605	-.194	.050	-.758	.300	-.393	.300	-.376	.300	-.298								
		.669	-.155	.100	-.553	.350	-.373	.350	-.357	.350	-.283								
		.684	-.144	.120	-.528	.400	-.363	.400	-.348	.400	-.275								
		.724	-.126	.180	-.433	.450	-.353	.450	-.335	.450	-.270								
		.763	-.071	.250	-.407	.500	-.344	.500	-.319	.500	-.271								
		.803	-.055	.300	-.393	.550	-.336	.550	-.330	.550	-.272								
		.882	-.162	.350	-.372	.600	-.323	.600	-.312	.600	-.266								
		.961	-.130	.400	-.348	.650	-.307	.650	-.301	.650	-.253								
				.450	-.340	.700	-.276	.700	-.275	.700	-.244								
				.500	-.340	.750	-.245	.750	-.245	.750	-.250								
				.550	-.322	.850	-.127	.850	-.127	.850	-.126								
				.600	-.309	.950	.018	.950	.018	.950	.007								
				.650	-.271					.990	.072								
				.700	-.261														
				.800	-.174														
				.900	-.044														
				.950	.035														
				.990	.106														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.113	.005	.725	.005	-.676	.005	-.651	.005	-.461								
		.222	-.152	.025	-.123	.025	-.015	.025	-.071	.025	-.016								
		.338	-.221	.050	-.142	.050	-.152	.050	-.154	.050	-.244								
		.448	-.240	.100	-.280	.100	-.202	.100	-.209	.100	-.177								
		.527	-.253	.120	-.254	.180	-.215	.180	-.227	.180	-.136								
		.605	-.247	.180	-.267	.400	-.254	.300	-.223	.300	-.183								
		.684	-.247	.250	-.252	.500	-.248	.400	-.227	.400	-.206								
		.724	-.176	.300	-.274	.600	-.219	.500	-.224	.500	-.205								
		.763	-.132	.400	-.278	.650	-.135	.600	-.189	.600	-.153								
		.803	-.054	.500	-.273	.700	-.052	.650	-.105	.650	-.090								
		.842	.039	.600	-.255	.750	.036	.700	-.029	.700	-.035								
		.921	.126	.650	-.174	.800	.125	.750	.069	.750	.075								
		.961	.126	.700	-.088	.900	.214	.800	.141	.800	.171								
				.750	.009	.950	.231												
				.800	.092														
				.900	.186														
				.950	.204														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 2.07^\circ$; $C_L = 0.254$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
31	-.185	.223	-.418	0.000	-.592	0.000	-.796	0.000	-.872	0.000	-.880	0.000	-.880	0.000	-.880	0.000	-.880		
47	-.270	.346	-.396	.003	-.435	.010	-1.070	.010	-.843	.010	-.500	.010	-.843	.010	-.500	.010	-.500		
63	-.311	.448	-.372	.010	-1.354	.030	-.981	.030	-.832	.030	-.747	.030	-.832	.030	-.747	.030	-.747		
78	-.305	.487	-.331	.020	-1.339	.050	-.771	.050	-.656	.050	-.648	.050	-.656	.050	-.648	.050	-.648		
		.527	-.307	.025	-1.278	.100	-.592	.100	-.532	.100	-.439	.100	-.532	.100	-.439	.100	-.439		
		.566	-.267	.030	-1.096	.180	-.521	.180	-.470	.180	-.363	.180	-.470	.180	-.363	.180	-.363		
		.605	-.209	.050	-.856	.300	-.421	.300	-.409	.300	-.326	.300	-.409	.300	-.326	.300	-.326		
		.669	-.165	.100	-.667	.350	-.411	.350	-.392	.350	-.316	.350	-.392	.350	-.316	.350	-.316		
		.684	-.155	.120	-.618	.400	-.397	.400	-.372	.400	-.307	.400	-.372	.400	-.307	.400	-.307		
		.724	-.119	.180	-.498	.450	-.386	.450	-.356	.450	-.297	.450	-.356	.450	-.297	.450	-.297		
		.763	-.083	.250	-.458	.500	-.368	.500	-.345	.500	-.298	.500	-.345	.500	-.298	.500	-.298		
		.803	-.062	.300	-.430	.550	-.352	.550	-.338	.550	-.291	.550	-.338	.550	-.291	.550	-.291		
		.882	-.152	.350	-.400	.600	-.342	.600	-.323	.600	-.289	.600	-.323	.600	-.289	.600	-.289		
		.961	-.120	.400	-.386	.650	-.306	.650	-.309	.650	-.264	.650	-.309	.650	-.264	.650	-.264		
				.450	-.373	.700	-.285	.700	-.276	.700	-.261	.700	-.276	.700	-.261	.700	-.261		
				.500	-.359	.750	-.246	.750	-.246	.750	-.246	.750	-.246	.750	-.246	.750	-.246		
				.550	-.353	.950	-.122	.950	-.122	.950	-.122	.950	-.122	.950	-.122	.950	-.122		
				.600	-.336	.950	.031	.950	.031	.950	.031	.950	.031	.950	.031	.950	.031		
				.650	-.301														
				.700	-.270														
				.800	-.177														
				.900	-.047														
				.950	.024														
				.990	.098														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
		.148	-.067	.005	.837	.005	.910	.005	.785	.005	.668	.005	.785	.005	.668	.005	.668		
		.222	-.118	.025	.073	.025	.111	.025	.098	.025	.073	.025	.098	.025	.073	.025	.073		
		.338	-.179	.050	-.030	.050	-.008	.050	-.036	.050	-.121	.050	-.036	.050	-.121	.050	-.121		
		.448	-.213	.100	-.177	.100	-.115	.100	-.117	.100	-.111	.100	-.117	.100	-.111	.100	-.111		
		.527	-.226	.120	-.172	.120	-.160	.120	-.169	.120	-.169	.120	-.169	.120	-.169	.120	-.169		
		.605	-.225	.180	-.204	.180	-.217	.180	-.214	.180	-.214	.180	-.214	.180	-.214	.180	-.214		
		.684	-.229	.250	-.210	.250	-.214	.250	-.214	.250	-.214	.250	-.214	.250	-.214	.250	-.214		
		.724	-.169	.300	-.231	.300	-.198	.300	-.198	.300	-.198	.300	-.198	.300	-.198	.300	-.198		
		.763	-.115	.400	-.237	.400	-.125	.400	-.125	.400	-.125	.400	-.125	.400	-.125	.400	-.125		
		.803	-.040	.500	-.256	.500	-.030	.500	-.030	.500	-.030	.500	-.030	.500	-.030	.500	-.030		
		.842	.054	.600	-.227	.600	.049	.600	.049	.600	.049	.600	.049	.600	.049	.600	.049		
		.921	.132	.650	-.148	.650	.134	.650	.134	.650	.134	.650	.134	.650	.134	.650	.134		
		.961	.140	.700	-.074	.700	.216	.700	.216	.700	.216	.700	.216	.700	.216	.700	.216		
				.750	.029	.750	.233	.750	.233	.750	.233	.750	.233	.750	.233	.750	.233		
				.800	.102	.800	.233	.800	.233	.800	.233	.800	.233	.800	.233	.800	.233		
				.900	.198	.900	.233	.900	.233	.900	.233	.900	.233	.900	.233	.900	.233		
				.950	.202	.950	.233	.950	.233	.950	.233	.950	.233	.950	.233	.950	.233		

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 3.13^\circ$, $C_L = 0.355$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.187	.223	-.492	0.000	.504	0.000	.642	0.000	.786	0.000	.797
.747	-.277	.346	-.445	.003	-.931	.010	-1.494	.010	-1.319	.010	-.904
.763	-.314	.448	-.407	.010	-1.753	.030	-1.168	.030	-1.073	.030	-.906
.778	-.303	.487	-.365	.020	-1.754	.050	-.845	.050	-.839	.050	-.751
		.527	-.335	.025	-1.602	.100	-.739	.100	-.666	.100	-.532
		.566	-.287	.030	-1.440	.180	-.610	.180	-.554	.180	-.432
		.605	-.219	.050	-1.042	.300	-.498	.300	-.464	.300	-.376
		.669	-.191	.100	-.805	.350	-.458	.350	-.439	.350	-.352
		.684	-.161	.120	-.728	.400	-.438	.400	-.419	.400	-.341
		.724	-.138	.180	-.600	.450	-.417	.450	-.400	.450	-.324
		.763	-.092	.250	-.526	.500	-.401	.500	-.383	.500	-.318
		.803	-.068	.300	-.491	.55	-.390	.550	-.374	.550	-.313
		.882	-.157	.350	-.443	.600	-.361	.600	-.347	.600	-.306
		.961	-.111	.400	-.425	.650	-.332	.650	-.329	.650	-.283
				.450	-.399	.700	-.304	.700	-.290	.700	-.275
				.500	-.391	.750	-.262	.990	.085	.750	-.278
				.550	-.365	.850	-.127			.850	-.135
				.600	-.352	.950	-.024			.950	-.007
				.650	-.307					.990	.070
				.700	-.281						
				.800	-.191						
				.900	-.054						
				.950	.021						
				.990	.103						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.020	.005	.887	.005	.888	.005	.878	.005	.805	.005	.805
.222	-.053	.025	.287	.025	.300	.025	.304	.025	.279	.025	.279
.338	-.131	.050	.100	.050	.091	.050	.096	.050	-.025	.050	-.025
.448	-.178	.100	-.076	.100	-.015	.100	-.022	.100	-.044	.100	-.044
.527	-.202	.120	-.087	.180	-.080	.180	-.096	.180	-.036	.180	-.036
.605	-.193	.180	-.112	.400	-.176	.300	-.127	.300	-.117	.300	-.117
.684	-.186	.250	-.147	.500	-.186	.400	-.161	.400	-.152	.400	-.152
.724	-.147	.300	-.161	.600	-.175	.500	-.168	.500	-.156	.500	-.156
.763	-.103	.400	-.187	.650	-.105	.600	-.152	.600	-.127	.600	-.127
.803	-.010	.500	-.214	.700	-.022	.650	-.077	.650	-.067	.650	-.067
.842	.071	.600	-.186	.750	.057	.700	-.006	.700	-.014	.700	-.014
.921	.142	.650	-.126	.800	.141	.750	.082	.750	.088	.750	.088
.961	.154	.700	-.051	.900	.228	.800	.158	.800	.177	.800	.177
		.750	.050	.950	.238						
		.800	.116								
		.900	.209								
		.950	.220								

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 4.12^\circ$; $C_L = 0.444$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.31	-.173	.223	-.536	0.000	.189	0.000	.464	0.000	.622	0.000	.708	0.000	.708	0.000	.708				
.47	-.260	.346	-.491	.003	-1.436	.010	-1.972	.010	-1.718	.010	-1.179	.010	-1.179	.010	-1.179				
.63	-.317	.448	-.443	.010	-2.294	.030	-1.489	.030	-1.344	.030	-1.134	.030	-1.134	.030	-1.134				
.78	-.298	.487	-.391	.020	-2.238	.050	-1.046	.050	-1.002	.050	-.908	.050	-.908	.050	-.908				
		.527	-.350	.025	-1.999	.100	-.843	.100	-.756	.100	-.603	.100	-.603	.100	-.603				
		.566	-.306	.030	-1.735	.180	-.695	.180	-.624	.180	-.501	.180	-.501	.180	-.501				
		.605	-.233	.050	-1.280	.300	-.537	.300	-.515	.300	-.411	.300	-.411	.300	-.411				
		.669	-.193	.100	-.916	.350	-.504	.350	-.481	.350	-.391	.350	-.391	.350	-.391				
		.684	-.165	.120	-.829	.400	-.475	.400	-.451	.400	-.374	.400	-.374	.400	-.374				
		.724	-.148	.180	-.657	.450	-.448	.450	-.423	.450	-.356	.450	-.356	.450	-.356				
		.763	-.100	.250	-.579	.500	-.427	.500	-.411	.500	-.338	.500	-.338	.500	-.338				
		.803	-.084	.300	-.524	.550	-.405	.550	-.385	.550	-.333	.550	-.333	.550	-.333				
		.882	-.156	.350	-.494	.600	-.381	.600	-.365	.600	-.323	.600	-.323	.600	-.323				
		.961	-.124	.400	-.455	.650	-.351	.650	-.340	.650	-.302	.650	-.302	.650	-.302				
				.450	-.434	.700	-.314	.700	-.304	.700	-.296	.700	-.296	.700	-.296				
				.500	-.418	.750	-.276	.750	-.276	.750	-.276	.750	-.276	.750	-.276				
				.550	-.397	.850	-.138	.850	-.138	.850	-.146	.850	-.146	.850	-.146				
				.600	-.377	.950	.016	.950	.016	.950	-.002	.950	-.002	.950	-.002				
				.650	-.331					.990	.055	.990	.055	.990	.055				
				.700	-.297														
				.800	-.1														
				.900	-.051														
				.950	.023														
				.990	.095														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.044	.005	.896	.005	.901	.005	.907	.005	.848	.005	.848	.005	.848	.005	.848				
.222	-.028	.025	.428	.025	.463	.025	.449	.025	.384	.025	.384	.025	.384	.025	.384				
.338	-.109	.050	.229	.050	.218	.050	.214	.050	.094	.050	.094	.050	.094	.050	.094				
.448	-.149	.100	.029	.100	.083	.100	.061	.100	.024	.100	.024	.100	.024	.100	.024				
.527	-.183	.120	-.003	.180	-.022	.180	-.027	.180	.006	.180	.006	.180	.006	.180	.006				
.605	-.186	.180	-.057	.400	-.136	.300	-.088	.300	-.067	.300	-.067	.300	-.067	.300	-.067				
.684	-.183	.250	-.082	.500	-.158	.400	-.120	.400	-.121	.400	-.121	.400	-.121	.400	-.121				
.724	-.137	.300	-.130	.600	-.156	.500	-.145	.500	-.133	.500	-.133	.500	-.133	.500	-.133				
.763	-.091	.400	-.149	.650	-.086	.600	-.125	.600	-.109	.600	-.109	.600	-.109	.600	-.109				
.803	-.004	.500	-.176	.700	-.006	.650	-.053	.650	-.058	.650	-.058	.650	-.058	.650	-.058				
.842	.086	.600	-.179	.750	.074	.700	.008	.700	-.005	.700	-.005	.700	-.005	.700	-.005				
.921	.138	.650	-.103	.800	.156	.750	.101	.750	.101	.750	.101	.750	.101	.750	.101				
.961	.149	.700	-.042	.900	.226	.800	.167	.800	.187	.800	.187	.800	.187	.800	.187				
		.750	.058	.950	.242														
		.800	.129																
		.900	.198																
		.950	.223																

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(a) M = 0.25 - Continued

$\alpha = 5.10^\circ$; $C_L = 0.534$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.174	.223	-.610	0.000	-.149	0.000	.166	0.000	.517
.747	-.261	.346	-.528	.003	-2.100	.010	-2.453	.010	-1.584
.763	-.307	.448	-.473	.010	-2.845	.030	-1.835	.030	-1.353
.778	-.301	.487	-.409	.020	-2.579	.050	-1.180	.050	-1.012
		.527	-.370	.025	-2.419	.100	-.984	.100	-.713
		.566	-.320	.030	-2.029	.180	-.760	.180	-.552
		.605	-.244	.050	-1.457	.300	-.594	.300	-.459
		.669	-.203	.100	-1.057	.350	-.534	.350	-.425
		.684	-.174	.120	-.946	.400	-.510	.400	-.401
		.724	-.148	.180	-.739	.450	-.484	.450	-.380
		.763	-.100	.250	-.625	.500	-.455	.500	-.370
		.803	-.075	.300	-.583	.550	-.427	.550	-.364
		.862	-.158	.350	-.529	.600	-.400	.600	-.345
		.961	-.109	.400	-.491	.650	-.364	.650	-.327
				.450	-.463	.700	-.321	.700	-.308
				.500	-.440	.750	-.273	.750	-.308
				.550	-.411	.850	-.136	.850	-.152
				.600	-.389	.950	.022	.950	-.004
				.650	-.352			.990	.060
				.700	-.309				
				.800	-.203				
				.900	-.053				
				.950	.023				
				.990	.094				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.072	.005	.867	.005	.906	.005	.909	.005	.880
.222	.016	.025	.585	.025	.593	.025	.572	.025	.510
.338	-.068	.050	.323	.050	.338	.050	.340	.050	.198
.448	-.131	.100	.108	.100	.143	.100	.149	.100	.086
.527	-.153	.120	.085	.180	.055	.180	.035	.180	.053
.605	-.157	.180	.004	.400	-.096	.300	-.036	.300	-.045
.684	-.171	.250	-.043	.500	-.126	.400	-.088	.400	-.096
.724	-.119	.300	-.070	.600	-.127	.500	-.113	.500	-.120
.763	-.064	.400	-.133	.650	-.060	.600	-.111	.600	-.098
.803	.007	.500	-.159	.700	.015	.650	-.038	.650	-.046
.862	.087	.600	-.149	.750	.086	.700	.021	.700	.004
.921	.155	.650	-.107	.800	.167	.750	.107	.750	.100
.961	.163	.700	-.020	.900	.232	.800	.177	.800	.190
		.750	.064	.950	.250				
		.800	.128						
		.900	.206						
		.950	.219						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(a) M = 0.25 - Continued

$\alpha = 6.13^\circ$; $C_L = 0.626$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.31	-.167	.223	-.652	0.000	-.501	0.000	-.163	0.000	.135	0.000	.311								
.47	-.270	.346	-.562	.003	-2.553	.010	-2.891	.010	-2.703	.010	-1.924								
.63	-.310	.448	-.503	.010	-3.379	.030	-1.929	.030	-1.815	.030	-1.565								
.78	-.300	.487	-.431	.020	-3.065	.050	-1.399	.050	-1.365	.050	-1.096								
		.527	-.388	.025	-2.865	.100	-1.074	.100	-.997	.100	-.790								
		.566	-.332	.030	-2.265	.180	-.838	.180	-.783	.180	-.611								
		.605	-.255	.050	-1.657	.300	-.645	.300	-.616	.300	-.492								
		.669	-.200	.100	-1.160	.350	-.584	.350	-.564	.350	-.456								
		.684	-.187	.120	-1.057	.400	-.544	.400	-.519	.400	-.432								
		.724	-.155	.180	-.821	.450	-.520	.450	-.492	.450	-.422								
		.763	-.107	.250	-.698	.500	-.479	.500	-.463	.500	-.396								
		.803	-.084	.300	-.632	.550	-.442	.550	-.432	.550	-.386								
		.882	-.155	.350	-.573	.600	-.416	.600	-.402	.600	-.362								
		.961	-.097	.400	-.528	.650	-.382	.650	-.372	.650	-.337								
				.450	-.492	.700	-.335	.700	-.331	.700	-.316								
				.500	-.464	.750	-.285	.750	-.081	.750	-.319								
				.550	-.438	.850	-.144			.850	-.171								
				.600	-.398	.950	.019			.950	-.013								
				.650	-.354					.990	.060								
				.700	-.313														
				.800	-.157														
				.900	-.056														
				.950	.021														
				.990	.087														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.091	.005	.900	.005	.848	.005	.862	.005	.890								
		.222	.060	.025	.654	.025	.675	.025	.671	.025	.587								
		.338	-.031	.050	.403	.050	.405	.050	.418	.050	.279								
		.448	-.106	.100	.176	.100	.234	.100	.224	.100	.142								
		.527	-.129	.120	.164	.180	.104	.180	.089	.180	.096								
		.605	-.124	.180	.067	.400	-.065	.300	.002	.300	-.020								
		.684	-.157	.250	.004	.500	-.094	.400	-.051	.400	-.071								
		.724	-.115	.300	-.026	.600	-.114	.500	-.092	.500	-.095								
		.763	-.053	.400	-.089	.650	-.055	.600	-.092	.600	-.096								
		.803	.024	.500	-.126	.700	.023	.650	-.027	.650	-.041								
		.842	.091	.600	-.120	.750	.096	.700	.033	.700	.013								
		.921	.149	.650	-.077	.800	.167	.750	.113	.750	.104								
		.961	.166	.700	-.014	.900	.234	.800	.179	.800	.188								
				.750	.086	.950	.243												
				.800	.135														
				.900	.217														
				.950	.223														

[REDACTED]

(a) M = 0.25 - Continued

$$\alpha = 7.14^{\circ}; C_L = 0.717$$

[REDACTED]

[REDACTED]

$$\alpha = 8 \cdot 10^0; C_L = 0.801$$

[REDACTED]

3

$$\alpha = 9.09^\circ; C_L = 0.887$$

[REDACTED]

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(a) M = 0.25 - Continued

$\alpha = 10.13^\circ$; $C_L = 0.974$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
731	-.157	.223	-.881	0.000	-2.619	0.000	-1.983	0.000	-1.544	0.000	-1.164	0.000	-1.164	0.000	-1.164				
747	-.239	.346	-.723	.003	-5.635	.010	-5.099	.010	-4.923	.010	-3.649	.010	-3.649	.010	-3.649				
763	-.287	.448	-.630	.010	-5.975	.030	-3.024	.030	-2.767	.030	-2.428	.030	-2.428	.030	-2.428				
778	-.275	.487	-.515	.020	-5.317	.050	-2.198	.050	-2.148	.050	-1.744	.050	-1.744	.050	-1.744				
		.527	-.456	.025	-4.206	.100	-1.587	.100	-1.494	.100	-1.170	.100	-1.170	.100	-1.170				
		.566	-.386	.030	-3.559	.180	-1.181	.180	-1.120	.180	-.862	.180	-.862	.180	-.862				
		.605	-.292	.050	-2.464	.300	-.850	.300	-.809	.300	-.673	.300	-.673	.300	-.673				
		.669	-.240	.100	-1.671	.350	-.747	.350	-.724	.350	-.610	.350	-.610	.350	-.610				
		.684	-.202	.120	-1.503	.400	-.689	.400	-.666	.400	-.565	.400	-.565	.400	-.565				
		.724	-.170	.180	-1.113	.450	-.633	.450	-.608	.450	-.529	.450	-.529	.450	-.529				
		.763	-.117	.250	-.903	.500	-.584	.500	-.557	.500	-.505	.500	-.505	.500	-.505				
		.803	-.084	.300	-.808	.550	-.532	.550	-.513	.550	-.475	.550	-.475	.550	-.475				
		.882	-.138	.350	-.714	.600	-.485	.600	-.470	.600	-.452	.600	-.452	.600	-.452				
		.961	-.079	.400	-.654	.650	-.426	.650	-.425	.650	-.413	.650	-.413	.650	-.413				
				.450	-.600	.700	-.367	.700	-.369	.700	-.393	.700	-.393	.700	-.393				
				.500	-.549	.750	-.291	.990	.043	.750	-.379	.750	-.379	.750	-.379				
				.550	-.495	.850	-.142			.850	-.200	.850	-.200	.850	-.200				
				.600	-.449	.950	.003			.950	-.044	.950	-.044	.950	-.044				
				.650	-.386					.990	.036	.990	.036	.990	.036				
				.700	-.327														
				.800	-.192														
				.900	-.052														
				.950	.011														
				.990	.047														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.267	.005	.090	.005	.251	.005	.147	.005	.625	.005	.625	.005	.625				
		.222	.197	.025	.867	.025	.893	.025	.889	.025	.828	.025	.828	.025	.828				
		.338	.092	.050	.893	.050	.722	.050	.720	.050	.587	.050	.587	.050	.587				
		.448	.017	.100	.460	.100	.514	.100	.510	.100	.378	.100	.378	.100	.378				
		.527	-.017	.120	.408	.180	.314	.180	.308	.180	.231	.180	.231	.180	.231				
		.605	-.040	.180	.287	.400	.088	.300	.188	.300	.112	.300	.112	.300	.112				
		.684	-.085	.250	.187	.500	.025	.400	.080	.400	.039	.400	.039	.400	.039				
		.724	-.041	.300	.141	.600	-.017	.500	.020	.500	-.013	.500	-.013	.500	-.013				
		.763	.007	.400	.052	.650	.029	.600	-.008	.600	-.022	.600	-.022	.600	-.022				
		.803	.063	.500	-.023	.700	.086	.650	.043	.650	.018	.650	.018	.650	.018				
		.842	.132	.600	-.038	.750	.149	.700	.086	.700	.048	.700	.048	.700	.048				
		.921	.197	.650	.007	.800	.209	.750	.159	.750	.140	.750	.140	.750	.140				
		.961	.193	.700	.040	.900	.261	.800	.214	.800	.215	.800	.215	.800	.215				
				.750	.122	.950	.258												
				.800	.185														
				.900	.236														
				.950	.238														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(a) $M = 0.25$ - Concluded

$\alpha = 11.98^\circ$; $C_L = 1.131$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.138	.223	-.969	0.000	-3.944	0.000	-3.028	0.000	-2.033
.747	-.234	.346	-.786	.303	-7.180	.010	-6.426	.010	-4.635
.763	-.275	.448	-.675	.010	-7.286	.030	-3.668	.030	-2.737
.778	-.262	.487	-.558	.020	-6.191	.050	-2.535	.050	-2.047
		.527	-.483	.025	-4.910	.100	-1.822	.100	-1.351
		.566	-.402	.030	-4.213	.180	-1.304	.180	-.978
		.605	-.307	.050	-2.825	.300	-.933	.300	-.749
		.669	-.255	.100	-1.887	.350	-.829	.350	-.693
		.684	-.211	.120	-1.671	.400	-.748	.400	-.637
		.724	-.172	.180	-1.240	.450	-.685	.450	-.594
		.763	-.121	.250	-1.004	.500	-.611	.500	-.553
		.803	-.101	.300	-.885	.550	-.560	.550	-.535
		.882	-.126	.350	-.794	.600	-.500	.600	-.496
		.961	-.064	.400	-.708	.650	-.433	.650	-.457
				.450	-.644	.700	-.369	.700	-.431
				.500	-.583	.750	-.288	.750	-.425
				.550	-.526	.850	-.135	.850	-.228
				.600	-.464	.950	-.002	.950	-.061
				.650	-.388			.990	.027
				.700	-.316				
				.800	-.198				
				.900	-.060				
				.950	-.011				
				.990	.017				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.335	.005	-.467	.005	-.225	.035	-.383	.005	.340
.222	.256	.025	.868	.025	.900	.025	.901	.025	.860
.338	.137	.050	.762	.050	.805	.050	.792	.050	.682
.448	.061	.100	.557	.100	.592	.100	.600	.100	.454
.527	.022	.120	.511	.180	.407	.180	.388	.180	.302
.605	-.015	.180	.375	.400	.152	.300	.242	.300	.165
.684	-.055	.250	.261	.500	.068	.400	.139	.400	.085
.724	-.012	.300	.213	.600	.020	.500	.072	.500	.022
.763	.036	.400	.104	.550	.057	.600	.024	.600	.003
.803	.082	.500	.040	.700	.110	.650	.074	.650	.039
.842	.157	.600	.005	.750	.156	.700	.106	.700	.062
.921	.213	.650	.025	.800	.228	.750	.173	.750	.142
.961	.206	.700	.074	.900	.268	.800	.219	.800	.226
		.750	.145	.950	.262				
		.800	.178						
		.900	.238						
		.950	.225						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) $M = 0.50$

$\alpha = -2.03^\circ$; $C_L = -0.144$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.31	-.241	.223	-.229	0.000	.911	0.000	.877	0.000	.858	0.000	.846	0.000	.846	0.000	.846				
.47	-.318	.346	-.255	.003	.742	.010	.139	.010	.246	.010	.313	.010	.313	.010	.313				
.63	-.357	.448	-.257	.010	.097	.030	-.156	.030	-.105	.030	-.122	.030	-.122	.030	-.122				
.78	-.353	.487	-.249	.020	-.143	.050	-.128	.050	-.166	.050	-.216	.050	-.216	.050	-.216				
		.527	-.234	.025	-.199	.100	-.200	.100	-.173	.100	-.173	.100	-.173	.100	-.173				
		.566	-.207	.030	-.203	.180	-.241	.180	-.218	.180	-.167	.180	-.167	.180	-.167				
		.605	-.161	.050	-.269	.300	-.273	.300	-.269	.300	-.217	.300	-.217	.300	-.217				
		.669	-.144	.100	-.223	.350	-.267	.350	-.255	.350	-.209	.350	-.209	.350	-.209				
		.684	-.139	.120	-.254	.400	-.275	.400	-.269	.400	-.211	.400	-.211	.400	-.211				
		.724	-.134	.180	-.251	.450	-.287	.450	-.273	.450	-.222	.450	-.222	.450	-.222				
		.763	-.094	.250	-.263	.500	-.285	.500	-.275	.500	-.222	.500	-.222	.500	-.222				
		.803	-.073	.300	-.263	.550	-.290	.550	-.283	.550	-.222	.550	-.222	.550	-.222				
		.882	-.199	.350	-.274	.600	-.287	.600	-.283	.600	-.239	.600	-.239	.600	-.239				
		.961	-.174	.400	-.269	.650	-.276	.650	-.276	.650	-.223	.650	-.223	.650	-.223				
				.450	-.277	.700	-.259	.700	-.257	.700	-.229	.700	-.229	.700	-.229				
				.500	-.287	.750	-.225	.990	.095	.750	-.245	.750	-.245	.750	-.245				
				.550	-.289	.850	-.117			.850	-.115	.850	-.115	.850	-.115				
				.600	-.286	.950	.030			.950	.012	.950	.012	.950	.012				
				.650	-.266					.990	.078	.990	.078	.990	.078				
				.700	-.256														
				.800	-.184														
				.900	-.055														
				.950	.026														
				.990	.099														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.276	.005	-.089	.005	-.062	.005	-.062	.005	-.088	.005	-.118	.005	-.118	.005	-.118				
.222	-.315	.025	-.981	.025	-.848	.025	-.848	.025	-.746	.025	-.629	.025	-.629	.025	-.629				
.338	-.352	.050	-.737	.050	-.738	.050	-.738	.050	-.727	.050	-.754	.050	-.754	.050	-.754				
.448	-.373	.100	-.699	.100	-.623	.100	-.623	.100	-.594	.100	-.476	.100	-.476	.100	-.476				
.527	-.375	.120	-.634	.180	-.528	.180	-.528	.180	-.519	.180	-.350	.180	-.350	.180	-.350				
.605	-.337	.180	-.555	.400	-.426	.300	-.426	.300	-.425	.300	-.360	.300	-.360	.300	-.360				
.684	-.326	.250	-.485	.500	-.390	.400	-.392	.400	-.392	.400	-.340	.400	-.340	.400	-.340				
.724	-.259	.300	-.492	.600	-.331	.500	-.366	.500	-.366	.500	-.317	.500	-.317	.500	-.317				
.763	-.188	.400	-.448	.650	-.225	.600	-.288	.600	-.288	.600	-.245	.600	-.245	.600	-.245				
.803	-.039	.500	-.412	.700	-.109	.650	-.177	.650	-.177	.650	-.167	.650	-.167	.650	-.167				
.842	.011	.600	-.345	.750	-.001	.700	-.081	.700	-.081	.700	-.081	.700	-.081	.700	-.081				
.921	.105	.650	-.258	.800	.091	.750	.030	.750	.030	.750	.044	.750	.044	.750	.044				
.961	.122	.700	-.140	.900	.190	.800	.112	.800	.112	.800	.143	.800	.143	.800	.143				
		.750	-.019	.950	.211														
		.800	.061																
		.900	.173																
		.950	.200																

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) $M = 0.50$ - Continued

$\alpha = -1.09^\circ$; $C_L = -0.051$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.238	.223	-.277	0.000	.960	0.000	.948	0.000	.915	0.000	.893								
.747	-.322	.346	-.311	.003	.611	.010	-.142	.010	.077	.010	.166								
.763	-.363	.448	-.301	.010	-.183	.030	-.337	.030	-.321	.030	-.320								
.778	-.357	.487	-.281	.020	-.393	.050	-.259	.050	-.274	.050	-.311								
		.527	-.260	.025	-.407	.100	-.318	.100	-.274	.100	-.237								
		.566	-.228	.030	-.373	.180	-.324	.180	-.286	.180	-.241								
		.605	-.175	.050	-.375	.300	-.332	.300	-.308	.300	-.267								
		.669	-.152	.100	-.344	.350	-.318	.350	-.309	.350	-.261								
		.684	-.149	.120	-.346	.400	-.317	.400	-.309	.400	-.255								
		.724	-.145	.180	-.303	.450	-.328	.450	-.308	.450	-.261								
		.763	-.107	.250	-.316	.500	-.321	.500	-.301	.500	-.256								
		.803	-.073	.300	-.325	.550	-.316	.550	-.309	.550	-.263								
		.882	-.207	.350	-.307	.600	-.315	.600	-.302	.600	-.264								
		.961	-.174	.400	-.304	.650	-.300	.650	-.292	.650	-.254								
				.450	-.308	.700	-.279	.700	-.272	.700	-.252								
				.500	-.307	.750	-.243	.990	.093	.750	-.265								
				.550	-.309	.850	-.127			.850	-.126								
				.600	-.304	.950	.050			.950	.006								
				.650	-.278					.990	.075								
				.700	-.270														
				.800	-.188														
				.900	-.062														
				.950	.021														
				.990	.101														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.251	.005	.339	.005	.238	.005	.122	.005	.043	.005	.043	.005	.043				
		.222	-.284	.025	-.739	.025	-.548	.025	-.556	.025	-.462	.025	-.462	.025	-.462				
		.338	-.328	.050	-.569	.050	-.569	.050	-.512	.050	-.571	.050	-.571	.050	-.571				
		.448	-.345	.100	-.593	.100	-.524	.100	-.472	.100	-.412	.100	-.412	.100	-.412				
		.527	-.361	.120	-.540	.180	-.452	.180	-.440	.180	-.388	.180	-.388	.180	-.388				
		.605	-.339	.180	-.491	.400	-.398	.300	-.382	.300	-.318	.300	-.318	.300	-.318				
		.684	-.328	.250	-.446	.500	-.373	.400	-.357	.400	-.315	.400	-.315	.400	-.315				
		.724	-.254	.300	-.439	.600	-.320	.500	-.337	.500	-.298	.500	-.298	.500	-.298				
		.763	-.180	.400	-.415	.650	-.211	.600	-.273	.600	-.232	.600	-.232	.600	-.232				
		.803	-.008	.500	-.399	.700	-.098	.650	-.170	.650	-.153	.650	-.153	.650	-.153				
		.842	.019	.600	-.341	.750	.008	.700	-.072	.700	-.070	.700	-.070	.700	-.070				
		.882	.101	.650	-.243	.800	.100	.750	.040	.750	.053	.750	.053	.750	.053				
		.921	.101	.700	-.155	.850	.198	.800	.119	.800	.150	.800	.150	.800	.150				
		.961	.119	.750	-.024	.950	.219												
				.800	.063														
				.900	.172														
				.950	.191														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) $M = 0.50$ - Continued

$\alpha = -0.07^\circ$; $C_L = 0.052$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
31	-.242	.223	-.335	0.000	.954	0.000	.962	0.000	.957	0.000	.931								
47	-.322	.346	-.343	.003	.339	.010	-.368	.010	-.224	.010	-.035								
63	-.355	.448	-.331	.010	-.499	.030	-.521	.030	-.485	.030	-.453								
78	-.356	.487	-.307	.020	-.640	.050	-.486	.050	-.416	.050	-.492								
		.527	-.275	.025	-.673	.100	-.433	.100	-.358	.100	-.329								
		.566	-.245	.030	-.643	.180	-.400	.180	-.375	.180	-.304								
		.605	-.183	.050	-.561	.300	-.376	.300	-.360	.300	-.299								
		.669	-.167	.100	-.491	.350	-.359	.350	-.348	.350	-.289								
		.684	-.157	.120	-.453	.400	-.352	.400	-.349	.400	-.276								
		.724	-.143	.180	-.379	.450	-.363	.450	-.342	.450	-.286								
		.763	-.102	.250	-.371	.500	-.344	.500	-.328	.500	-.279								
		.803	-.086	.300	-.372	.550	-.340	.550	-.331	.550	-.285								
		.882	-.205	.350	-.347	.600	-.329	.600	-.321	.600	-.279								
		.961	-.169	.400	-.345	.650	-.314	.650	-.311	.650	-.268								
				.450	-.348	.700	-.293	.700	-.289	.700	-.263								
				.500	-.340	.750	-.251	.750	-.251	.750	-.270								
				.550	-.337	.850	-.131	.850	-.131	.850	-.133								
				.600	-.328	.950	.031	.950	.031	.950	.009								
				.650	-.300					.990	.078								
				.700	-.285														
				.800	-.193														
				.900	-.061														
				.950	.027														
				.990	.104														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.195	.005	.525	.005	.496	.005	.418	.005	.277								
		.222	-.218	.025	-.419	.025	-.351	.025	-.302	.025	-.263								
		.338	-.284	.050	-.393	.050	-.398	.050	-.348	.050	-.454								
		.448	-.317	.100	-.478	.100	-.353	.100	-.371	.100	-.290								
		.527	-.330	.120	-.435	.180	-.368	.180	-.375	.180	-.247								
		.605	-.311	.180	-.404	.400	-.355	.300	-.324	.300	-.271								
		.684	-.303	.250	-.377	.500	-.339	.400	-.317	.400	-.285								
		.724	-.233	.300	-.374	.600	-.292	.500	-.311	.500	-.274								
		.763	-.165	.400	-.364	.650	-.188	.600	-.249	.600	-.215								
		.803	-.067	.500	-.355	.700	-.088	.650	-.142	.650	-.136								
		.842	.029	.600	-.315	.750	.017	.700	-.063	.700	-.065								
		.921	.118	.650	-.218	.800	.109	.750	.046	.750	.060								
		.961	.126	.700	-.121	.900	.214	.800	.127	.800	.155								
				.750	-.009	.950	.229												
				.800	.074														
				.900	.181														
				.950	.204														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 0.97^\circ$; $C_L = 0.161$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.258	.223	-.389	0.000	.912	0.000	.919	0.000	.935
.747	-.331	.346	-.392	.003	.366	.010	-.727	.010	-.330
.763	-.362	.448	-.371	.010	-1.012	.030	-.806	.030	-.648
.778	-.359	.487	-.330	.020	-1.142	.050	-.611	.050	-.593
		.527	-.304	.025	-1.047	.100	-.552	.100	-.433
		.566	-.263	.030	-.956	.180	-.495	.180	-.354
		.605	-.200	.050	-.788	.300	-.432	.300	-.337
		.669	-.178	.100	-.599	.350	-.407	.350	-.321
		.684	-.169	.120	-.575	.400	-.405	.400	-.318
		.724	-.162	.180	-.468	.450	-.397	.450	-.315
		.763	-.103	.250	-.448	.500	-.388	.500	-.315
		.803	-.084	.300	-.421	.550	-.379	.550	-.312
		.882	-.206	.350	-.403	.600	-.365	.600	-.309
		.961	-.161	.400	-.384	.650	-.348	.650	-.295
				.450	-.375	.700	-.315	.700	-.286
				.500	-.372	.750	-.269	.750	-.287
				.550	-.368	.850	-.139	.850	-.139
				.600	-.351	.950	.028	.950	.008
				.650	-.311			.990	.077
				.700	-.296				
				.800	-.203				
				.900	-.060				
				.950	.027				
				.990	.105				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.149	.005	.717	.005	.723	.005	.638	.005	.551
.222	-.181	.025	-.190	.025	-.127	.025	-.047	.025	-.048
.338	-.253	.050	-.191	.050	-.208	.050	-.190	.050	-.304
.448	-.286	.100	-.329	.100	-.275	.100	-.229	.100	-.233
.527	-.301	.120	-.332	.180	-.286	.180	-.313	.180	-.174
.605	-.292	.180	-.321	.400	-.313	.300	-.278	.200	-.277
.684	-.285	.250	-.310	.500	-.309	.400	-.281	.400	-.255
.724	-.223	.300	-.334	.600	-.263	.500	-.278	.500	-.254
.763	-.160	.400	-.336	.650	-.174	.600	-.235	.600	-.193
.803	-.057	.500	-.338	.700	-.072	.650	-.137	.650	-.126
.842	.040	.600	-.293	.750	.030	.700	-.045	.700	-.050
.921	.117	.650	-.210	.800	.125	.750	.061	.750	.068
.961	.133	.700	-.103	.900	.218	.800	.142	.800	.167
		.750	.007	.950	.238				
		.800	.083						
		.900	.190						
		.950	.207						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) M = 0.50 - Continued

$\alpha = 1.92^\circ$; $C_L = 0.254$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
31	-.247	.223	-.468	0.000	.804	0.000	.862	0.030	.913	0.000	.915								
47	-.326	.346	-.442	.003	-.278	.010	-1.095	.010	-.984	.010	-.585								
63	-.363	.448	-.412	.010	-1.265	.030	-1.087	.030	-.932	.030	-.875								
78	-.361	.487	-.369	.020	-1.452	.050	-.810	.050	-.772	.050	-.752								
		.527	-.334	.025	-1.322	.100	-.696	.100	-.623	.100	-.522								
		.566	-.283	.030	-1.209	.180	-.592	.180	-.546	.180	-.431								
		.605	-.217	.050	-.896	.300	-.496	.300	-.473	.300	-.389								
		.669	-.190	.100	-.720	.350	-.468	.350	-.447	.350	-.366								
		.684	-.174	.120	-.669	.400	-.451	.400	-.428	.400	-.354								
		.724	-.166	.180	-.552	.450	-.435	.450	-.413	.450	-.346								
		.763	-.122	.250	-.511	.500	-.420	.500	-.401	.500	-.344								
		.803	-.094	.300	-.480	.550	-.405	.550	-.390	.550	-.339								
		.882	-.199	.350	-.445	.600	-.386	.600	-.373	.600	-.327								
		.961	-.159	.400	-.428	.650	-.367	.650	-.352	.650	-.314								
				.450	-.415	.700	-.332	.700	-.324	.700	-.304								
				.500	-.395	.750	-.277	.990	.093	.750	-.297								
				.550	-.381	.850	-.145			.850	-.149								
				.600	-.371	.950	.023			.950	-.001								
				.650	-.329					.990	.072								
				.700	-.312														
				.800	-.211														
				.900	-.060														
				.950	.026														
				.990	.101														
WING LOWER SURFACE																			
	X/C	CP		X/C	CP		X/C	CP		X/C	CP		X/C	CP					
	.148	-.074		.005	.825		.005	.812		.005	.824		.005	.664					
	.222	-.127		.025	.027		.025	.079		.025	.143		.025	.116					
	.338	-.203		.050	-.110		.050	-.047		.050	-.069		.050	-.146					
	.448	-.252		.100	-.232		.100	-.147		.100	-.143		.100	-.141					
	.527	-.276		.120	-.243		.180	-.194		.180	-.205		.180	-.120					
	.605	-.267		.180	-.253		.400	-.267		.300	-.216		.300	-.185					
	.684	-.256		.250	-.258		.500	-.270		.400	-.237		.400	-.218					
	.724	-.204		.300	-.261		.600	-.243		.500	-.240		.500	-.223					
	.763	-.144		.400	-.293		.650	-.158		.600	-.211		.600	-.178					
	.803	-.047		.500	-.294		.700	-.058		.650	-.117		.650	-.112					
	.842	.050		.600	-.267		.750	.041		.700	-.034		.700	-.043					
	.921	.128		.650	-.183		.800	.130		.750	.071		.750	.078					
	.961	.141		.700	-.091		.900	.226		.800	.151		.800	.174					
				.750	.024		.950	.238											
				.800	.097														
				.900	.200														
				.950	.219														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 3.03^\circ$; $C_L = 0.363$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
.731	-.234	.223	-.523	0.000	.629	0.000	.698	0.000	.830	0.000	.832	0.000	.832	0.000	.832	0.000	.832		
.747	-.330	.346	-.486	.003	-.734	.010	-1.658	.010	-1.430	.010	-.894	.010	-1.113	.010	-.894	.010	-1.113		
.763	-.360	.448	-.448	.010	-1.953	.030	-1.359	.030	-1.274	.030	-1.113	.030	-1.113	.030	-1.113	.030	-1.113		
.778	-.357	.487	-.397	.020	-1.934	.050	-.918	.050	-.949	.050	-.881	.050	-.881	.050	-.881	.050	-.881		
		.527	-.356	.025	-1.866	.100	-.796	.100	-.743	.100	-.592	.100	-.592	.100	-.592	.100	-.592		
		.566	-.304	.030	-1.593	.180	-.672	.180	-.616	.180	-.487	.180	-.487	.180	-.487	.180	-.487		
		.605	-.232	.050	-1.139	.300	-.543	.300	-.534	.300	-.426	.300	-.426	.300	-.426	.300	-.426		
		.669	-.199	.100	-.849	.350	-.509	.350	-.490	.350	-.404	.350	-.404	.350	-.404	.350	-.404		
		.684	-.181	.120	-.776	.400	-.498	.400	-.460	.400	-.392	.400	-.392	.400	-.392	.400	-.392		
		.724	-.169	.180	-.633	.450	-.469	.450	-.447	.450	-.376	.450	-.376	.450	-.376	.450	-.376		
		.763	-.127	.250	-.574	.500	-.450	.500	-.425	.500	-.368	.500	-.368	.500	-.368	.500	-.368		
		.803	-.100	.300	-.532	.550	-.428	.550	-.415	.550	-.362	.550	-.362	.550	-.362	.550	-.362		
		.882	-.195	.350	-.490	.600	-.405	.600	-.390	.600	-.350	.600	-.350	.600	-.350	.600	-.350		
		.961	-.146	.400	-.469	.650	-.377	.650	-.372	.650	-.328	.650	-.328	.650	-.328	.650	-.328		
				.450	-.450	.700	-.342	.700	-.335	.700	-.320	.700	-.320	.700	-.320	.700	-.320		
				.500	-.430	.750	-.286	.750	-.286	.750	-.313	.750	-.313	.750	-.313	.750	-.313		
				.550	-.413	.850	-.141	.850	-.141	.850	-.154	.850	-.154	.850	-.154	.850	-.154		
				.600	-.389	.950	.024	.950	.024	.950	-.003	.950	-.003	.950	-.003	.950	-.003		
				.650	-.348						.068		.068		.068		.068		
				.700	-.326														
				.800	-.217														
				.900	-.065														
				.950	.025														
				.990	.099														

WING LOWER SURFACE															
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.024	.005	-.907	.005	-.919	.005	-.896	.005	-.830	.005	-.832	.005	-.832	.005	-.832
.722	-.088	.025	-.240	.025	-.291	.025	-.303	.025	-.262	.025	-.262	.025	-.262	.025	-.262
.338	-.162	.050	-.074	.050	-.075	.050	-.079	.050	-.024	.050	-.024	.050	-.024	.050	-.024
.448	-.214	.100	-.121	.100	-.062	.100	-.040	.100	-.079	.100	-.079	.100	-.079	.100	-.079
.527	-.236	.120	-.112	.180	-.129	.180	-.113	.180	-.070	.180	-.070	.180	-.070	.180	-.070
.605	-.240	.180	-.170	.400	-.223	.400	-.170	.400	-.148	.400	-.148	.400	-.148	.400	-.148
.684	-.235	.250	-.184	.500	-.239	.500	-.191	.500	-.188	.500	-.188	.500	-.188	.500	-.188
.724	-.185	.300	-.220	.600	-.217	.600	-.214	.600	-.200	.600	-.200	.600	-.200	.600	-.200
.763	-.122	.400	-.248	.650	-.135	.650	-.191	.650	-.163	.650	-.163	.650	-.163	.650	-.163
.803	-.027	.500	-.255	.700	-.038	.700	-.097	.700	-.098	.700	-.098	.700	-.098	.700	-.098
.842	.068	.600	-.234	.750	.055	.750	-.020	.750	-.032	.750	-.032	.750	-.032	.750	-.032
.921	.146	.650	-.158	.800	.145	.800	.087	.800	.086	.800	.086	.800	.086	.800	.086
.961	.149	.700	-.065	.900	.234	.900	.162	.900	.183	.900	.183	.900	.183	.900	.183
		.750	.034	.950	.241	.950	.241								
		.800	.109												
		.900	.211												
		.950	.225												

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) M = 0.50 - Continued

$\alpha = 3.93^\circ$; $C_L = 0.423$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.31	-.238	.223	-.591	.000	-.501	.000	-.620	.000	-.736	.000	-.774	.000	-.774	.000	-.774				
.47	-.318	.346	-.542	.003	-1.053	.010	-2.095	.010	-1.796	.010	-1.208	.010	-1.208	.010	-1.208				
.63	-.357	.448	-.490	.010	-2.512	.030	-1.785	.030	-1.665	.030	-1.294	.030	-1.294	.030	-1.294				
.78	-.355	.487	-.418	.020	-2.336	.050	-1.087	.050	-1.086	.050	-1.018	.050	-1.018	.050	-1.018				
		.527	-.379	.025	-2.260	.100	-.932	.100	-.855	.100	-.697	.100	-.697	.100	-.697				
		.566	-.323	.030	-2.098	.180	-.766	.180	-.691	.180	-.532	.180	-.532	.180	-.532				
		.605	-.239	.050	-1.283	.300	-.608	.300	-.563	.300	-.475	.300	-.475	.300	-.475				
		.669	-.203	.100	-.979	.350	-.550	.350	-.530	.350	-.440	.350	-.440	.350	-.440				
		.684	-.190	.120	-.900	.400	-.535	.400	-.497	.400	-.424	.400	-.424	.400	-.424				
		.724	-.176	.180	-.701	.450	-.508	.450	-.475	.450	-.412	.450	-.412	.450	-.412				
		.763	-.123	.250	-.618	.500	-.476	.500	-.446	.500	-.395	.500	-.395	.500	-.395				
		.803	-.099	.300	-.571	.550	-.448	.550	-.427	.550	-.382	.550	-.382	.550	-.382				
		.882	-.194	.350	-.526	.600	-.423	.600	-.404	.600	-.369	.600	-.369	.600	-.369				
		.961	-.143	.400	-.497	.650	-.389	.650	-.381	.650	-.345	.650	-.345	.650	-.345				
				.450	-.476	.700	-.351	.700	-.342	.700	-.332	.700	-.332	.700	-.332				
				.500	-.455	.750	-.293	.990	.086	.750	-.315	.750	-.315	.750	-.315				
				.550	-.429	.850	-.144			.850	-.159	.850	-.159	.850	-.159				
				.600	-.403	.950	.022			.950	-.008	.950	-.008	.950	-.008				
				.650	-.368					.990	.066	.990	.066	.990	.066				
				.700	-.330														
				.800	-.218														
				.900	-.067														
				.950	.025														
				.990	.092														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.017	.005	-.934	.305	-.937	.005	.933	.005	.876	.005	.876	.005	.876	.005	.876				
.222	-.047	.025	.362	.025	.420	.025	.421	.025	.377	.025	.377	.025	.377	.025	.377				
.338	-.130	.050	.168	.050	.192	.050	.197	.050	.052	.050	.052	.050	.052	.050	.052				
.48	-.183	.100	-.056	.100	.036	.100	.037	.100	-.002	.100	-.002	.100	-.002	.100	-.002				
.627	-.216	.120	-.351	.180	-.068	.180	-.068	.180	-.023	.180	-.023	.180	-.023	.180	-.023				
.605	-.214	.180	-.103	.400	-.181	.300	-.123	.300	-.127	.300	-.127	.300	-.127	.300	-.127				
.684	-.225	.250	-.146	.500	-.202	.400	-.167	.400	-.160	.400	-.160	.400	-.160	.400	-.160				
.724	-.175	.300	-.163	.600	-.198	.500	-.188	.500	-.175	.500	-.175	.500	-.175	.500	-.175				
.763	-.109	.400	-.200	.650	-.122	.600	-.167	.600	-.153	.600	-.153	.600	-.153	.600	-.153				
.803	-.019	.500	-.239	.700	-.022	.650	-.084	.650	-.089	.650	-.089	.650	-.089	.650	-.089				
.842	.071	.600	-.215	.750	.064	.700	-.009	.700	-.023	.700	-.023	.700	-.023	.700	-.023				
.921	.147	.650	-.144	.800	.150	.750	.088	.750	.089	.750	.089	.750	.089	.750	.089				
.961	.152	.700	-.357	.900	.237	.800	.165	.800	.182	.800	.182	.800	.182	.800	.182				
		.750	.042	.950	.249														
		.800	.118																
		.900	.210																
		.950	.230																

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 4.97^\circ$; $C_L = 0.554$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.228	.223	-.659	0.000	.237	0.000	.425	0.000	.559	0.000	.629
.747	-.312	.346	-.588	.003	-1.539	.010	-2.750	.010	-2.449	.010	-1.595
.763	-.352	.448	-.526	.010	-3.120	.030	-2.252	.030	-2.155	.030	-1.608
.778	-.351	.487	-.451	.020	-2.985	.050	-1.300	.050	-1.339	.050	-1.130
		.527	-.396	.025	-2.940	.100	-1.053	.100	-.988	.100	-.780
		.566	-.337	.030	-2.859	.180	-.842	.180	-.782	.180	-.610
		.605	-.252	.050	-1.471	.300	-.657	.300	-.621	.300	-.521
		.669	-.214	.100	-1.092	.350	-.606	.350	-.579	.350	-.489
		.684	-.198	.120	-1.003	.400	-.552	.400	-.536	.400	-.452
		.724	-.182	.180	-.797	.450	-.535	.450	-.510	.450	-.438
		.763	-.135	.250	-.675	.500	-.502	.500	-.474	.500	-.420
		.803	-.110	.300	-.628	.550	-.466	.550	-.455	.550	-.403
		.882	-.196	.350	-.580	.600	-.442	.600	-.427	.600	-.392
		.961	-.139	.400	-.537	.650	-.401	.650	-.398	.650	-.365
				.450	-.504	.700	-.358	.700	-.349	.700	-.347
				.500	-.479	.750	-.298	.990	.078	.750	-.335
				.550	-.453	.850	-.145			.850	-.172
				.600	-.420	.950	.017			.950	-.016
				.650	-.375					.990	.063
				.700	-.340						
				.800	-.222						
				.900	-.066						
				.95	.020						
				.990	.082						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.050	.005	.925	.005	.948	.005	.936	.005	.912	.005	.912
.222	-.010	.025	.518	.025	.543	.025	.558	.025	.484	.025	.484
.338	-.089	.050	.296	.050	.288	.050	.316	.050	.180	.050	.180
.448	-.153	.100	.077	.100	.119	.100	.139	.100	.077	.100	.077
.527	-.186	.120	.037	.180	.000	.180	.004	.180	.024	.180	.024
.605	-.194	.180	-.032	.400	-.138	.300	-.071	.300	-.079	.300	-.079
.684	-.205	.250	-.084	.500	-.170	.400	-.126	.400	-.127	.400	-.127
.724	-.155	.300	-.126	.600	-.173	.500	-.160	.500	-.151	.500	-.151
.763	-.095	.400	-.173	.650	-.097	.600	-.152	.600	-.130	.600	-.130
.803	-.007	.500	-.201	.700	-.010	.650	-.068	.650	-.070	.650	-.070
.842	.081	.600	-.204	.750	.078	.700	-.001	.700	-.014	.700	-.014
.921	.154	.650	-.131	.800	.156	.750	.100	.750	.100	.750	.100
.961	.157	.700	-.044	.900	.242	.800	.173	.800	.189		
		.750	.055	.950	.249						
		.800	.126								
		.900	.218								
		.950	.724								

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) M = 0.50 - Continued

$\alpha = 5.97^\circ$; $C_L = 0.646$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913			
FUSELAGE		WING UPPER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
.31	-.224	.223	-.718	0.000	.033	0.000	.192	0.000	.405	0.000	.466
.47	-.309	.346	-.629	.003	-1.875	.010	-3.220	.010	-2.856	.010	-2.015
.63	-.349	.448	-.558	.010	-3.176	.030	-2.925	.030	-2.612	.030	-1.976
.78	-.344	.487	-.468	.020	-3.066	.050	-1.486	.050	-1.472	.050	-1.269
		.527	-.417	.025	-2.972	.100	-1.181	.100	-1.085	.100	-.885
		.566	-.352	.030	-2.649	.180	-.924	.180	-.865	.180	-.678
		.605	-.263	.050	-2.072	.300	-.714	.300	-.680	.300	-.568
		.669	-.217	.100	-1.198	.350	-.639	.350	-.615	.350	-.516
		.684	-.197	.120	-1.101	.400	-.600	.400	-.571	.400	-.491
		.724	-.175	.180	-.875	.450	-.567	.450	-.537	.450	-.471
		.763	-.126	.250	-.735	.500	-.525	.500	-.502	.500	-.447
		.803	-.112	.300	-.670	.550	-.482	.550	-.474	.550	-.425
		.882	-.189	.350	-.605	.600	-.453	.600	-.440	.600	-.410
		.961	-.133	.400	-.567	.650	-.396	.650	-.405	.650	-.382
				.450	-.534	.700	-.353	.700	-.352	.700	-.358
				.500	-.494	.750	-.289	.990	.061	.750	-.351
				.550	-.462	.850	-.142			.850	-.181
				.600	-.430	.950	.015			.950	-.019
				.650	-.382					.990	.054
				.700	-.341						
				.800	-.220						
				.900	-.066						
				.950	.011						
				.990	.073						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.096	.005	.910	.005	.930	.005	.926	.005	.914	.005	.914
.222	.042	.025	.610	.025	.640	.025	.641	.025	.580	.025	.580
.338	-.056	.050	.370	.050	.411	.050	.408	.050	.284	.050	.284
.448	-.127	.100	.132	.100	.202	.100	.210	.100	.140	.100	.140
.527	-.162	.120	.108	.180	.073	.180	.057	.180	.077	.180	.077
.605	-.173	.180	.026	.400	-.089	.300	-.027	.300	-.044	.300	-.044
.684	-.183	.250	-.034	.500	-.142	.400	-.090	.400	-.090	.400	-.090
.724	-.136	.300	-.085	.600	-.149	.500	-.133	.500	-.130	.500	-.130
.763	-.087	.400	-.130	.650	-.085	.600	-.128	.600	-.114	.600	-.114
.803	-.001	.500	-.173	.700	-.001	.650	-.052	.650	-.065	.650	-.065
.842	.090	.600	-.184	.750	.085	.700	.010	.700	-.009	.700	-.009
.921	.164	.650	-.113	.800	.166	.750	.107	.750	.106	.750	.106
.961	.167	.700	-.034	.900	.245	.800	.176	.800	.194		
		.750	.057	.950	.253						
		.800	.132								
		.900	.220								
		.950	.228								

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 6.93^\circ$; $C_L = 0.73$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.210	.223	-.765	0.000	-.195	0.000	.043	0.000	.226	0.000	.249
.747	-.298	.346	-.676	.003	-2.206	.010	-3.146	.010	-2.978	.010	-2.509
.763	-.350	.448	-.596	.010	-2.532	.030	-2.559	.030	-2.541	.030	-2.448
.778	-.345	.487	-.450	.020	-2.636	.050	-1.923	.050	-1.964	.050	-1.372
		.527	-.429	.025	-2.502	.100	-1.280	.100	-1.259	.100	-.967
		.566	-.362	.030	-2.384	.180	-.979	.180	-.914	.180	-.729
		.605	-.272	.050	-2.377	.300	-.739	.300	-.709	.300	-.599
		.669	-.226	.100	-1.547	.350	-.667	.350	-.640	.350	-.553
		.684	-.202	.120	-1.329	.400	-.616	.400	-.592	.400	-.518
		.724	-.183	.180	-.958	.450	-.576	.450	-.553	.450	-.498
		.763	-.137	.250	-.768	.500	-.531	.500	-.517	.500	-.471
		.803	-.109	.300	-.705	.550	-.489	.550	-.480	.550	-.453
		.882	-.183	.350	-.636	.600	-.448	.600	-.440	.600	-.434
		.961	-.121	.400	-.588	.650	-.400	.650	-.406	.650	-.401
				.450	-.541	.700	-.349	.700	-.351	.700	-.377
				.500	-.507	.750	-.290	.990	.052	.750	-.368
				.550	-.467	.850	-.135			.850	-.188
				.600	-.429	.950	.004			.950	-.025
				.650	-.377					.990	.048
				.700	-.336						
				.800	-.212						
				.900	-.075						
				.950	.000						
				.990	.051						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.155	.005	.871	.005	.901	.005	.887	.005	.887	.005	.910
.222	.071	.025	.705	.025	.727	.025	.710	.025	.710	.025	.674
.338	-.030	.050	.443	.050	.502	.050	.489	.050	.489	.050	.363
.448	-.086	.100	.197	.100	.252	.100	.273	.100	.273	.100	.179
.527	-.133	.120	.172	.180	.117	.180	.117	.180	.117	.180	.117
.605	-.141	.180	.085	.400	-.072	.300	.012	.300	.012	.300	-.011
.684	-.166	.250	.009	.500	-.110	.400	-.056	.400	-.056	.400	-.085
.724	-.123	.300	-.339	.600	-.134	.500	-.105	.500	-.105	.500	-.105
.763	-.075	.400	-.100	.650	-.069	.600	-.116	.600	-.116	.600	-.106
.803	.013	.500	-.150	.700	.009	.650	-.043	.650	-.043	.650	-.051
.842	.105	.600	-.164	.750	.089	.700	.019	.700	.019	.700	-.000
.921	.170	.650	-.092	.800	.171	.750	.112	.750	.112	.750	.106
.961	.174	.700	-.015	.900	.242	.800	.183	.800	.183	.800	.197
		.750	.370	.950	.250						
		.800	.143								
		.900	.223								
		.950	.227								

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) M = 0.50 - Continued

$\alpha = 8.01$; $C_L = 0.804$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE				WING UPPER SURFACE							
/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.31	-.210	.223	-.833	0.000	-.336	0.000	-.088	0.000	.076	0.000	.076
.47	-.300	.346	-.715	.003	-2.224	.010	-2.784	.010	-2.945	.010	-2.757
.63	-.342	.448	-.626	.010	-2.571	.030	-2.492	.030	-2.434	.030	-2.722
.78	-.340	.487	-.518	.020	-2.324	.050	-2.318	.050	-2.257	.050	-1.530
		.527	-.452	.025	-2.036	.100	-1.774	.100	-1.675	.100	-1.072
		.566	-.376	.230	-2.302	.180	-1.066	.180	-1.008	.180	-.784
		.605	-.283	.050	-2.247	.300	-.768	.300	-.730	.300	-.635
		.669	-.243	.100	-1.958	.350	-.685	.350	-.661	.350	-.583
		.684	-.210	.120	-1.785	.400	-.624	.400	-.603	.400	-.539
		.724	-.186	.180	-1.231	.450	-.569	.450	-.557	.450	-.517
		.763	-.135	.250	-.953	.500	-.513	.500	-.487	.500	-.485
		.803	-.112	.300	-.765	.550	-.472	.550	-.440	.550	-.471
		.882	-.191	.350	-.676	.600	-.411	.600	-.421	.600	-.441
		.961	-.122	.400	-.620	.650	-.362	.650	-.377	.650	-.405
				.450	-.548	.700	-.322	.700	-.330	.700	-.381
				.500	-.499	.750	-.254	.990	.027	.750	-.365
				.550	-.455	.850	-.153			.850	-.193
				.600	-.405	.950	-.032			.950	-.033
				.650	-.356					.990	.036
				.700	-.303						
				.800	-.205						
				.900	-.087						
				.950	-.042						
				.990	-.017						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	.186	.005	.827	.005	.867	.005	.840	.005	.884
		.222	.118	.025	.742	.025	.766	.025	.758	.025	.707
		.338	.009	.050	.515	.050	.536	.050	.545	.050	.403
		.448	-.066	.100	.287	.100	.330	.100	.329	.100	.238
		.527	-.112	.120	.242	.180	.170	.180	.172	.180	.154
		.605	-.132	.180	.129	.400	-.038	.300	.038	.300	.011
		.684	-.143	.250	.051	.500	-.102	.400	-.036	.400	-.048
		.724	-.105	.300	-.032	.600	-.122	.500	-.086	.500	-.098
		.763	-.064	.400	-.067	.650	-.064	.600	-.104	.600	-.092
		.803	.017	.500	-.125	.700	.004	.650	-.035	.650	-.044
		.842	.110	.600	-.145	.750	.081	.700	.021	.700	.002
		.921	.176	.650	-.084	.800	.156	.750	.112	.750	.107
		.961	.180	.700	-.012	.900	.218	.800	.182	.800	.195
				.750	.073	.950	.233				
				.800	.135						
				.900	.208						
				.950	.215						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) M = 0.50 - Continued

$\alpha = 8.97^\circ$; $C_L = 0.854$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.191	.223	-.855	0.000	-.484	0.000	-.145	0.000	.010	0.000	-.024
.747	-.335	.346	-.737	.003	-2.295	.010	-2.697	.010	-2.506	.010	-3.038
.763	-.347	.448	-.651	.010	-1.973	.030	-2.368	.030	-2.199	.030	-2.786
.778	-.344	.487	-.533	.020	-2.072	.050	-2.288	.050	-2.091	.050	-1.734
		.527	-.462	.025	-1.860	.100	-1.725	.100	-1.722	.100	-1.164
		.566	-.391	.030	-1.912	.180	-1.068	.180	-1.240	.180	-.852
		.605	-.290	.050	-1.931	.300	-.761	.300	-.783	.300	-.643
		.669	-.239	.100	-1.679	.350	-.693	.350	-.668	.350	-.591
		.684	-.216	.120	-1.707	.400	-.640	.400	-.614	.400	-.548
		.724	-.195	.180	-1.348	.450	-.579	.450	-.550	.450	-.524
		.763	-.146	.250	-1.204	.500	-.503	.500	-.496	.500	-.487
		.803	-.116	.300	-1.062	.550	-.477	.550	-.457	.550	-.460
		.882	-.184	.350	-.898	.600	-.448	.600	-.410	.600	-.440
		.961	-.123	.400	-.673	.650	-.382	.650	-.361	.650	-.401
				.450	-.663	.700	-.320	.700	-.312	.700	-.370
				.500	-.538	.750	-.281	.990	-.046	.750	-.356
				.550	-.529	.850	-.170			.850	-.187
				.600	-.451	.950	-.164			.950	-.038
				.650	-.401					.990	.019
				.700	-.318						
				.800	-.241						
				.900	-.142						
				.950	-.130						
				.990	-.110						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.206	.005	.781	.005	.844	.035	.807	.005	.871		
.222	.141	.025	.786	.025	.796	.025	.806	.025	.740		
.338	.037	.050	.558	.050	.569	.050	.577	.050	.456		
.448	-.052	.100	.312	.100	.359	.100	.359	.100	.280		
.527	-.096	.120	.274	.180	.199	.180	.201	.180	.178		
.605	-.120	.180	.161	.400	-.038	.300	.076	.300	.027		
.684	-.145	.250	.081	.500	-.091	.400	-.019	.400	-.046		
.724	-.106	.300	.013	.600	-.129	.500	-.085	.500	-.082		
.763	-.059	.400	-.059	.650	-.074	.600	-.108	.600	-.086		
.803	.020	.500	-.117	.700	-.004	.650	-.036	.650	-.043		
.847	.103	.600	-.146	.750	.063	.700	.012	.700	.005		
.921	.170	.650	-.102	.800	.135	.750	.104	.750	.110		
.961	.179	.700	-.045	.900	.187	.800	.165	.800	.192		
		.750	.066	.950	.189						
		.800	.116								
		.900	.185								
		.950	.159								

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 9.80^\circ$; $C_L = 0.887$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.31	-.162	.223	-.861	0.000	-.371	0.000	-.210	0.000	-.057	0.000	-.135								
.47	-.326	.346	-.737	.003	-2.346	.010	-2.524	.010	-2.732	.010	-3.187								
.63	-.383	.448	-.646	.010	-1.844	.030	-2.264	.030	-2.175	.030	-2.820								
.78	-.395	.487	-.522	.020	-1.749	.050	-2.150	.050	-2.024	.050	-1.871								
		.527	-.473	.025	-1.690	.100	-1.619	.100	-1.609	.100	-1.233								
		.566	-.393	.030	-1.616	.180	-1.045	.180	-1.190	.180	-.885								
		.605	-.303	.050	-1.974	.300	-.788	.300	-.833	.300	-.676								
		.669	-.250	.100	-1.472	.350	-.581	.350	-.738	.350	-.603								
		.684	-.224	.120	-1.357	.400	-.659	.400	-.657	.400	-.565								
		.724	-.211	.180	-1.242	.450	-.656	.450	-.540	.450	-.529								
		.763	-.171	.250	-.964	.500	-.577	.500	-.509	.500	-.497								
		.803	-.143	.300	-.989	.550	-.504	.550	-.456	.550	-.468								
		.882	-.198	.350	-.940	.600	-.500	.600	-.406	.600	-.435								
		.961	-.130	.400	-.921	.650	-.454	.650	-.353	.650	-.403								
				.450	-.785	.700	-.497	.700	-.343	.700	-.363								
				.500	-.779	.750	-.408	.750	-.408	.750	-.338								
				.550	-.639	.850	-.286	.850	-.286	.850	-.185								
				.600	-.491	.950	-.242	.950	-.242	.950	-.069								
				.650	-.472					.990	-.017								
				.700	-.419														
				.800	-.332														
				.900	-.243														
				.950	-.215														
				.990	-.205														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.248	.005	.798	.005	.821	.005	.776	.005	.837								
		.222	.162	.025	.803	.025	.821	.025	.807	.025	.766								
		.338	.052	.050	.566	.050	.601	.050	.603	.050	.476								
		.448	-.032	.100	.323	.100	.386	.100	.374	.100	.300								
		.527	-.082	.120	.283	.180	.213	.180	.201	.180	.197								
		.605	-.122	.180	.172	.400	-.021	.300	.073	.300	.044								
		.684	-.141	.250	.090	.500	-.111	.400	-.018	.400	-.034								
		.724	-.103	.300	.029	.600	-.139	.500	-.080	.500	-.087								
		.763	-.062	.400	-.062	.650	-.086	.600	-.121	.600	-.093								
		.803	.013	.500	-.109	.700	-.015	.650	-.036	.650	-.037								
		.842	.106	.600	-.163	.750	.048	.700	.003	.700	-.006								
		.921	.155	.650	-.112	.800	.130	.750	.085	.750	.094								
		.961	.171	.700	-.058	.900	.166	.800	.150	.800	.190								
				.750	.043	.950	.148												
				.800	.068														
				.900	.143														
				.950	.149														

[REDACTED]

$$\alpha = 10.83^\circ; C_L = 0.906$$

[REDACTED]

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) $M = 0.60$

$\alpha = -2.06^\circ$; $C_L = -0.160$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
31	-.261	.223	-.207	0.000	.946	0.000	.940	0.000	.897	0.000	.832	0.000	.832	0.000	.832				
47	-.328	.346	-.267	.003	.777	.010	.188	.010	.312	.010	.135	.030	-.078	.030	-.135				
63	-.370	.448	-.262	.010	.112	.030	-.100	.030	-.125	.050	-.159	.050	-.159	.050	-.203				
78	-.366	.487	-.248	.020	-.138	.100	-.197	.100	-.173	.100	-.173	.100	-.173	.100	-.165				
		.527	-.226	.025	-.156	.180	-.284	.180	-.243	.180	-.243	.180	-.243	.180	-.202				
		.566	-.195	.030	-.227	.300	-.279	.300	-.276	.300	-.276	.300	-.276	.300	-.224				
		.605	-.143	.100	-.259	.350	-.285	.350	-.276	.350	-.276	.350	-.276	.350	-.232				
		.669	-.129	.120	-.762	.400	-.289	.400	-.279	.400	-.279	.400	-.279	.400	-.726				
		.684	-.137	.180	-.247	.450	-.306	.450	-.285	.450	-.285	.450	-.285	.450	-.242				
		.724	-.145	.250	-.270	.500	-.304	.500	-.288	.500	-.288	.500	-.288	.500	-.237				
		.763	-.097	.300	-.278	.550	-.303	.550	-.299	.550	-.299	.550	-.299	.550	-.248				
		.803	-.078	.350	-.274	.600	-.304	.600	-.296	.600	-.296	.600	-.296	.600	-.252				
		.882	-.211	.400	-.276	.650	-.295	.650	-.288	.650	-.288	.650	-.288	.650	-.246				
		.961	-.175	.450	-.284	.700	-.270	.700	-.266	.700	-.266	.700	-.266	.700	-.245				
				.500	-.289	.750	-.236	.750	-.236	.990	.113	.750	-.261	.750	-.261				
				.550	-.300	.850	-.114	.850	-.114			.850	-.117	.850	-.117				
				.600	-.298	.950	.044	.950	.044			.950	.020	.950	.020				
				.650	-.283							.990	.092	.990	.092				
				.700	-.270														
				.800	-.166														
				.900	-.054														
				.950	.034														
				.990	.112														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.294	.005	.165	.005	.087	.005	.013	.005	.013	.005	.013	.005	-.151				
		.222	-.315	.025	-1.047	.025	-.936	.025	-.857	.025	-.857	.025	-.857	.025	-.674				
		.338	-.384	.050	-.813	.050	-.857	.050	-.830	.050	-.830	.050	-.830	.050	-.811				
		.448	-.404	.100	-.750	.100	-.683	.100	-.654	.100	-.654	.100	-.654	.100	-.529				
		.527	-.414	.120	-.692	.180	-.586	.180	-.572	.180	-.572	.180	-.572	.180	-.403				
		.605	-.376	.180	-.596	.400	-.473	.400	-.468	.400	-.468	.400	-.468	.400	-.378				
		.684	-.350	.250	-.544	.500	-.424	.500	-.433	.500	-.433	.500	-.433	.500	-.376				
		.724	-.279	.300	-.522	.600	-.347	.600	-.391	.600	-.391	.600	-.391	.600	-.341				
		.763	-.195	.400	-.492	.650	-.232	.650	-.306	.650	-.306	.650	-.306	.650	-.259				
		.803	-.090	.500	-.450	.700	-.104	.700	-.187	.700	-.187	.700	-.187	.700	-.168				
		.842	.019	.600	-.376	.750	.003	.750	-.079	.750	-.079	.750	-.079	.750	-.076				
		.921	.108	.650	-.263	.800	.102	.800	.037	.800	.037	.800	.037	.800	.048				
		.961	.125	.700	-.140	.900	.198	.900	.121	.900	.121	.900	.121	.900	.148				
				.750	-.016	.950	.223												
				.800	.062														
				.900	.176														
				.950	.201														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) M = 0.80 - Continued

$\alpha = -1.08^\circ$; $C_L = -0.057$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913			
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
.731	-.282	.223	-.283	0.000	.967	0.000	.930	0.000	.923		
.747	-.337	.346	-.316	.003	.601	.010	.027	.010	.202		
.763	-.374	.448	-.305	.010	-.128	.030	-.284	.030	-.294		
.778	-.341	.487	-.280	.020	-.396	.050	-.311	.050	-.252		
		.527	-.255	.025	-.445	.100	-.279	.100	-.269		
		.566	-.219	.030	-.449	.180	-.309	.180	-.257		
		.605	-.161	.050	-.398	.300	-.326	.300	-.275		
		.669	-.144	.100	-.362	.350	-.320	.350	-.252		
		.684	-.150	.120	-.362	.400	-.319	.400	-.275		
		.724	-.157	.180	-.316	.450	-.325	.450	-.271		
		.763	-.113	.250	-.336	.500	-.324	.500	-.271		
		.803	-.087	.300	-.331	.550	-.324	.550	-.278		
		.882	-.218	.350	-.336	.600	-.326	.600	-.279		
		.961	-.177	.400	-.325	.650	-.312	.650	-.266		
				.450	-.320	.700	-.284	.700	-.260		
				.500	-.342	.750	-.245	.750	-.269		
				.550	-.330	.850	-.120	.850	-.123		
				.600	-.327	.950	.042	.950	.020		
				.650	-.303			.990	.095		
				.700	-.290						
				.800	-.200						
				.900	-.058						
				.950	.033						
				.990	.115						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.148	-.245		.005	.332		.005	.296		.035	.176
	.222	-.271		.025	-.697		.025	-.565		.025	-.501
	.338	-.339		.050	-.630		.050	-.613		.050	-.586
	.448	-.365		.100	-.620		.100	-.543		.100	-.520
	.527	-.384		.120	-.561		.180	-.484		.180	-.480
	.605	-.354		.180	-.502		.400	-.428		.300	-.407
	.684	-.342		.250	-.472		.500	-.404		.400	-.377
	.724	-.269		.300	-.466		.600	-.334		.500	-.363
	.763	-.189		.400	-.443		.650	-.222		.600	-.288
	.803	-.080		.500	-.420		.700	-.099		.650	-.171
	.842	.027		.600	-.354		.750	.011		.700	-.070
	.921	.111		.650	-.253		.800	.110		.750	.042
	.961	.127		.700	-.132		.900	.205		.800	.129
				.750	-.010		.950	.228			
				.800	.075						
				.900	.186						
				.950	.208						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) M = 0.60 - Continued

$$\alpha = -0.05^\circ; C_L = 0.051$$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
31	-.254	.223	-.335	0.000	-.967	0.000	-.985	0.000	-.971	0.000	-.952								
47	-.340	.346	-.359	.003	-.413	.010	-.444	.010	-.153	.010	-.056								
63	-.374	.448	-.344	.010	-.490	.030	-.562	.030	-.482	.030	-.495								
78	-.371	.487	-.313	.020	-.707	.050	-.444	.050	-.455	.050	-.479								
		.527	-.280	.025	-.731	.100	-.440	.100	-.410	.100	-.354								
		.566	-.236	.030	-.649	.180	-.432	.180	-.387	.180	-.321								
		.605	-.175	.050	-.588	.300	-.414	.300	-.395	.300	-.323								
		.669	-.156	.100	-.490	.350	-.391	.350	-.368	.350	-.308								
		.684	-.159	.120	-.483	.400	-.379	.400	-.374	.400	-.292								
		.724	-.161	.180	-.400	.450	-.382	.450	-.365	.450	-.301								
		.763	-.123	.250	-.390	.500	-.371	.500	-.345	.500	-.300								
		.803	-.095	.300	-.380	.550	-.366	.550	-.353	.550	-.303								
		.882	-.221	.350	-.376	.600	-.357	.600	-.349	.600	-.300								
		.961	-.174	.400	-.361	.650	-.335	.650	-.331	.650	-.282								
				.450	-.365	.700	-.311	.700	-.307	.700	-.282								
				.500	-.354	.750	-.264	.750	-.286	.750	-.286								
				.550	-.351	.850	-.133	.850	-.133	.850	-.133								
				.600	-.345	.950	.036	.950	.016	.950	.016								
				.650	-.321			.990	.088	.990	.088								
				.700	-.302														
				.800	-.203														
				.900	-.060														
				.950	.033														
				.990	.113														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.178	.005	-.585	.005	-.550	.005	-.510	.005	-.393										
.222	-.219	.025	-.458	.025	-.296	.025	-.336	.025	-.229										
.338	-.298	.050	-.424	.050	-.396	.050	-.402	.050	-.458										
.448	-.330	.100	-.488	.100	-.419	.100	-.391	.100	-.335										
.527	-.353	.120	-.456	.180	-.400	.180	-.387	.180	-.257										
.605	-.330	.180	-.433	.400	-.370	.300	-.350	.300	-.287										
.684	-.315	.250	-.409	.500	-.361	.400	-.341	.400	-.298										
.724	-.244	.300	-.406	.600	-.310	.500	-.336	.500	-.290										
.763	-.177	.400	-.394	.650	-.197	.600	-.263	.600	-.228										
.803	-.070	.500	-.394	.700	-.086	.650	-.160	.650	-.142										
.842	.035	.600	-.332	.750	.023	.700	-.057	.700	-.060										
.921	.123	.650	-.227	.800	.118	.750	.058	.750	.064										
.961	.136	.700	-.121	.900	.220	.800	.139	.800	.167										
		.750	.001	.950	.239														
		.800	.085																
		.900	.192																
		.950	.219																

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 0.93^\circ$; $C_L = 0.154$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.273	.223	-.400	0.000	.942	0.000	.965	0.000	.950
.747	-.346	.346	-.406	.003	.131	.010	-.671	.010	-.254
.763	-.383	.448	-.385	.017	-.869	.030	-.842	.030	-.714
.778	-.379	.487	-.337	.020	-1.120	.050	-.648	.050	-.632
		.527	-.308	.025	-1.066	.100	-.577	.100	-.442
		.566	-.258	.030	-.898	.180	-.533	.180	-.379
		.605	-.191	.050	-.805	.300	-.463	.300	-.357
		.669	-.172	.100	-.615	.350	-.435	.350	-.341
		.684	-.171	.120	-.591	.400	-.426	.400	-.333
		.724	-.171	.180	-.481	.450	-.416	.450	-.328
		.763	-.121	.250	-.467	.500	-.404	.500	-.322
		.803	-.098	.300	-.438	.550	-.396	.550	-.329
		.842	-.219	.350	-.413	.600	-.383	.600	-.324
		.961	-.167	.400	-.405	.650	-.358	.650	-.301
				.450	-.396	.700	-.323	.700	-.292
				.500	-.398	.750	-.276	.990	.108
				.550	-.388	.850	-.129		
				.600	-.371	.950	.037		
				.650	-.341				
				.700	-.316				
				.800	-.210				
				.900	-.061				
				.950	.029				
				.990	.111				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.129	.005	.707	.005	.652	.005	.642	.005	.514
.222	-.178	.025	-.184	.025	-.140	.025	-.081	.025	-.077
.338	-.265	.050	-.264	.050	-.242	.050	-.232	.050	-.307
.448	-.297	.100	-.367	.100	-.288	.100	-.289	.100	-.249
.527	-.317	.120	-.354	.180	-.324	.180	-.315	.180	-.209
.605	-.310	.180	-.375	.400	-.330	.300	-.309	.300	-.248
.684	-.302	.250	-.350	.500	-.327	.400	-.310	.400	-.272
.724	-.228	.300	-.360	.600	-.282	.500	-.308	.500	-.267
.763	-.156	.400	-.364	.650	-.178	.600	-.250	.600	-.205
.803	-.062	.500	-.370	.700	-.071	.650	-.145	.650	-.127
.842	.044	.600	-.312	.750	.029	.700	-.046	.700	-.052
.921	.126	.650	-.210	.800	.131	.750	.070	.750	.069
.961	.140	.700	-.107	.900	.224	.800	.150	.800	.173
		.750	.011	.950	.244				
		.800	.094						
		.900	.194						
		.950	.225						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) M = 0.60 - Continued

$\alpha = 1.45^\circ$; $C_L = 0.210$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
31	-.262	.223	-.439	0.000	.905	0.000	.940	0.000	.974	0.000	.942	0.000	.942	0.000	.942				
47	-.342	.346	-.432	.003	-.319	.010	-.903	.010	-.690	.010	-.408	.010	-.408	.010	-.408				
63	-.383	.448	-.402	.010	-1.117	.030	-.881	.030	-.933	.030	-.785	.030	-.785	.030	-.785				
78	-.339	.487	-.355	.020	-1.277	.050	-.732	.050	-.707	.050	-.723	.050	-.723	.050	-.723				
		.527	-.316	.025	-1.329	.100	-.649	.100	-.600	.100	-.507	.100	-.507	.100	-.507				
		.566	-.266	.030	-1.185	.180	-.570	.180	-.541	.180	-.407	.180	-.407	.180	-.407				
		.605	-.196	.050	-.998	.300	-.491	.300	-.478	.300	-.391	.300	-.391	.300	-.391				
		.669	-.170	.100	-.695	.350	-.462	.350	-.449	.350	-.368	.350	-.368	.350	-.368				
		.684	-.171	.120	-.641	.400	-.442	.400	-.434	.400	-.348	.400	-.348	.400	-.348				
		.724	-.172	.180	-.534	.450	-.442	.450	-.419	.450	-.351	.450	-.351	.450	-.351				
		.763	-.125	.250	-.485	.500	-.423	.500	-.400	.500	-.343	.500	-.343	.500	-.343				
		.803	-.103	.300	-.465	.550	-.407	.550	-.393	.550	-.338	.550	-.338	.550	-.338				
		.882	-.222	.350	-.450	.600	-.390	.600	-.385	.600	-.334	.600	-.334	.600	-.334				
		.961	-.165	.400	-.425	.650	-.362	.650	-.363	.650	-.310	.650	-.310	.650	-.310				
				.450	-.416	.700	-.330	.700	-.327	.700	-.307	.700	-.307	.700	-.307				
				.500	-.405	.750	-.281	.750	-.107	.750	-.310	.750	-.310	.750	-.310				
				.550	-.392	.850	-.136	.850		.850	-.145	.850	-.145	.850	-.145				
				.600	-.381	.950	.039	.950		.950	.012	.950	.012	.950	.012				
				.650	-.345					.990	.084	.990	.084	.990	.084				
				.700	-.322														
				.800	-.214														
				.900	-.056														
				.950	.037														
				.990	.112														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.096	.005	.793	.005	.741	.005	.727	.005	.643	.005	.643	.005	.643				
		.222	-.156	.025	-.071	.025	-.013	.025	.019	.025	.029	.025	.029	.025	.029				
		.338	-.227	.050	-.161	.050	-.197	.050	-.108	.050	-.250	.050	-.250	.050	-.250				
		.448	-.281	.100	-.323	.100	-.239	.100	-.220	.100	-.200	.100	-.200	.100	-.200				
		.527	-.301	.120	-.293	.180	-.262	.180	-.265	.180	-.166	.180	-.166	.180	-.166				
		.605	-.285	.180	-.298	.400	-.311	.300	-.265	.300	-.232	.300	-.232	.300	-.232				
		.684	-.292	.250	-.319	.500	-.309	.400	-.291	.400	-.247	.400	-.247	.400	-.247				
		.724	-.225	.300	-.320	.600	-.277	.500	-.288	.500	-.254	.500	-.254	.500	-.254				
		.763	-.149	.400	-.338	.650	-.176	.600	-.238	.600	-.200	.600	-.200	.600	-.200				
		.803	-.043	.500	-.336	.700	-.065	.650	-.129	.650	-.123	.650	-.123	.650	-.123				
		.842	.054	.600	-.297	.750	.047	.700	-.042	.700	-.046	.700	-.046	.700	-.046				
		.921	.135	.650	-.202	.800	.138	.750	.071	.750	.084	.750	.084	.750	.084				
		.961	.150	.700	-.101	.900	.231	.800	.154	.800	.178	.800	.178	.800	.178				
				.750	.015	.950	.249	.950											
				.800	.101														
				.900	.204														
				.950	.230														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 1.95^\circ$; $C_L = 0.262$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.276	.223	-.474	0.000	.837	0.000	.894	0.000	.938
.747	-.345	.346	-.474	.003	-.171	.010	-1.157	.010	-.920
.763	-.384	.448	-.433	.010	-1.326	.030	-1.082	.030	-1.029
.778	-.335	.487	-.375	.020	-1.607	.050	-.933	.050	-.840
		.527	-.334	.025	-1.515	.100	-.711	.100	-.664
		.566	-.282	.030	-1.319	.180	-.636	.180	-.570
		.605	-.207	.050	-.936	.300	-.519	.300	-.503
		.669	-.181	.100	-.764	.350	-.493	.350	-.476
		.684	-.180	.120	-.697	.400	-.481	.400	-.448
		.724	-.174	.180	-.559	.450	-.462	.450	-.429
		.763	-.134	.250	-.516	.500	-.444	.500	-.414
		.803	-.110	.300	-.493	.550	-.423	.550	-.405
		.882	-.226	.350	-.470	.600	-.408	.600	-.394
		.961	-.164	.400	-.440	.650	-.380	.650	-.367
				.450	-.431	.700	-.342	.700	-.336
				.500	-.415	.750	-.290	.990	.106
				.550	-.401	.850	-.138		
				.600	-.389	.950	.032		
				.650	-.352				
				.700	-.327				
				.800	-.215				
				.900	-.059				
				.950	.034				
				.990	.109				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.069	.005	.854	.005	.837	.005	.815	.005	.685
.222	-.121	.025	.035	.025	.101	.025	.133	.025	.088
.338	-.206	.050	-.101	.050	-.098	.050	-.070	.050	-.216
.448	-.259	.100	-.246	.100	-.148	.100	-.165	.100	-.152
.527	-.292	.120	-.235	.180	-.226	.180	-.220	.180	-.144
.605	-.290	.180	-.266	.400	-.297	.300	-.238	.300	-.205
.684	-.279	.250	-.276	.500	-.295	.400	-.267	.400	-.241
.724	-.213	.300	-.296	.600	-.264	.500	-.271	.500	-.237
.763	-.142	.400	-.321	.650	-.165	.600	-.228	.600	-.192
.803	-.050	.500	-.323	.700	-.056	.650	-.122	.650	-.117
.842	.051	.600	-.284	.750	.045	.700	-.033	.700	-.041
.921	.134	.650	-.192	.800	.141	.750	.074	.750	.081
.961	.152	.700	-.088	.900	.232	.800	.162	.800	.182
		.750	.026	.950	.250				
		.800	.105						
		.900	.207						
		.950	.227						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) M = 0.60 - Continued

$\alpha = 2.47^\circ$; $C_L = 0.315$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
731	-.271	.223	-.503	0.000	.795	0.000	.849	0.000	.930	0.000	.904	0.010	-.708	0.010	-.708				
747	-.344	.346	-.495	.003	-.325	.010	-1.389	.030	-1.298	.030	-1.236	.030	-1.051	.030	-1.051				
763	-.388	.448	-.451	.010	-1.538	.050	-.995	.050	-.923	.050	-.904	.050	-.904	.050	-.904				
778	-.339	.487	-.388	.020	-1.853	.100	-.773	.100	-.722	.100	-.577	.100	-.577	.100	-.577				
		.527	-.343	.025	-1.766	.180	-.674	.180	-.613	.180	-.466	.180	-.466	.180	-.466				
		.566	-.287	.030	-1.671	.300	-.557	.300	-.538	.300	-.432	.300	-.432	.300	-.432				
		.605	-.212	.050	-1.005	.350	-.509	.350	-.499	.350	-.400	.350	-.400	.350	-.400				
		.669	-.190	.100	-.836	.400	-.496	.400	-.475	.400	-.387	.400	-.387	.400	-.387				
		.684	-.180	.120	-.782	.450	-.473	.450	-.463	.450	-.376	.450	-.376	.450	-.376				
		.724	-.180	.180	-.633	.500	-.453	.500	-.439	.500	-.371	.500	-.371	.500	-.371				
		.763	-.136	.250	-.571	.550	-.433	.550	-.419	.550	-.365	.550	-.365	.550	-.365				
		.803	-.103	.300	-.518	.600	-.415	.600	-.405	.600	-.355	.600	-.355	.600	-.355				
		.882	-.218	.350	-.494	.650	-.387	.650	-.375	.650	-.334	.650	-.334	.650	-.334				
		.961	-.160	.400	-.455	.700	-.348	.700	-.336	.700	-.326	.700	-.326	.700	-.326				
				.450	-.444	.750	-.286	.750	-.286	.750	-.318	.750	-.318	.750	-.318				
				.500	-.431	.850	-.135	.850	-.135	.850	-.152	.850	-.152	.850	-.152				
				.550	-.419	.950	.036	.950	.036	.950	.012	.950	.012	.950	.012				
				.600	-.400						.085								
				.650	-.362														
				.700	-.331														
				.800	-.217														
				.900	-.059														
				.950	.036														
				.990	.106														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.047	.005	.889	.005	.870	.005	.859	.005	.859	.005	.758	.005	.758	.005	.758				
.222	-.105	.025	.127	.025	.196	.025	.196	.025	.198	.025	.196	.025	.196	.025	.196				
.338	-.190	.050	-.036	.050	.012	.050	.019	.050	.019	.050	-.097	.050	-.097	.050	-.097				
.448	-.233	.100	-.199	.100	-.102	.100	-.115	.100	-.115	.100	-.107	.100	-.107	.100	-.107				
.527	-.273	.120	-.183	.120	-.183	.180	-.191	.180	-.188	.180	-.121	.180	-.121	.180	-.121				
.605	-.271	.180	-.215	.180	-.215	.400	-.266	.300	-.208	.300	-.192	.300	-.192	.300	-.192				
.684	-.273	.250	-.242	.250	-.242	.500	-.279	.400	-.242	.400	-.222	.400	-.222	.400	-.222				
.724	-.202	.300	-.258	.300	-.258	.600	-.251	.500	-.249	.500	-.231	.500	-.231	.500	-.231				
.763	-.127	.400	-.287	.400	-.287	.650	-.157	.600	-.215	.600	-.182	.600	-.182	.600	-.182				
.803	-.034	.500	-.310	.500	-.310	.700	-.042	.650	-.119	.650	-.113	.650	-.113	.650	-.113				
.842	.062	.600	-.268	.600	-.268	.750	.055	.700	-.026	.700	-.034	.700	-.034	.700	-.034				
.921	.140	.650	-.189	.650	-.189	.800	.148	.750	.079	.750	.085	.750	.085	.750	.085				
.961	.157	.700	-.083	.700	-.083	.900	.235	.800	.163	.800	.184	.800	.184	.800	.184				
		.750	.030	.750	.030	.950	.251												
		.800	.116	.800	.116														
		.900	.214	.900	.214														
		.950	.230	.950	.230														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 2.93^\circ$; $C_L = 0.362$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSFLAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.262	.223	-.524	0.000	.723	0.000	.891	0.000	.899
.747	-.342	.346	-.515	.003	-.416	.010	-1.232	.010	-.851
.763	-.385	.448	-.469	.010	-1.782	.030	-1.468	.030	-1.197
.778	-.383	.487	-.397	.020	-2.079	.050	-.971	.050	-.991
		.527	-.355	.025	-1.958	.100	-.838	.100	-.626
		.566	-.293	.030	-1.838	.180	-.727	.180	-.528
		.605	-.222	.050	-1.528	.300	-.573	.300	-.453
		.669	-.188	.100	-.878	.350	-.531	.350	-.421
		.684	-.186	.120	-.826	.400	-.515	.400	-.408
		.724	-.186	.180	-.648	.450	-.492	.450	-.401
		.763	-.141	.250	-.581	.500	-.474	.500	-.391
		.803	-.111	.300	-.544	.550	-.445	.550	-.377
		.882	-.213	.350	-.506	.600	-.427	.600	-.371
		.961	-.157	.400	-.475	.650	-.395	.650	-.347
				.450	-.458	.700	-.352	.700	-.337
				.500	-.444	.750	-.294	.750	-.329
				.550	-.428	.850	-.130	.850	-.154
				.600	-.403	.950	.035	.950	.004
				.650	-.365			.990	.078
				.700	-.332				
				.800	-.218				
				.900	-.053				
				.950	.037				
				.990	.105				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.033	.005	.920	.005	.894	.005	.899	.005	.787
.222	-.089	.025	.180	.025	.248	.025	.258	.025	.249
.338	-.180	.050	.055	.050	.053	.050	.084	.050	-.052
.448	-.228	.100	-.154	.100	-.074	.100	-.060	.100	-.079
.527	-.266	.120	-.144	.180	-.158	.180	-.161	.180	-.087
.605	-.257	.180	-.187	.400	-.259	.300	-.182	.300	-.158
.684	-.257	.250	-.225	.500	-.260	.400	-.232	.400	-.212
.724	-.200	.300	-.239	.600	-.241	.500	-.236	.500	-.214
.763	-.134	.400	-.269	.650	-.148	.600	-.206	.600	-.178
.803	-.032	.500	-.293	.700	-.044	.650	-.113	.650	-.104
.842	.064	.600	-.263	.750	.053	.700	-.022	.700	-.034
.921	.144	.650	-.174	.800	.147	.750	.085	.750	.085
.961	.156	.700	-.076	.900	.240	.800	.164	.800	.184
		.750	.036	.950	.255				
		.800	.116						
		.900	.216						
		.950	.231						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) M= 0.60 - Continued

$\alpha = 3.96^\circ$; $C_L = 0.464$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
31	-.256	.223	-.603	0.000	.607	0.000	.679	0.000	.806	0.000	.801	0.000	.806	0.000	.801	0.000	.801		
47	-.333	.346	-.560	.003	-.724	.010	-1.939	.010	-1.611	.010	-1.159	.010	-1.611	.010	-1.159	.010	-1.159		
63	-.373	.448	-.507	.010	-2.018	.030	-1.937	.030	-1.827	.030	-1.457	.030	-1.827	.030	-1.457	.030	-1.457		
78	-.378	.487	-.429	.020	-2.405	.050	-1.514	.050	-1.457	.050	-1.157	.050	-1.457	.050	-1.157	.050	-1.157		
		.527	-.373	.025	-2.269	.100	-.949	.100	-.892	.100	-.724	.100	-.892	.100	-.724	.100	-.724		
		.566	-.313	.030	-2.221	.180	-.778	.180	-.741	.180	-.561	.180	-.741	.180	-.561	.180	-.561		
		.605	-.229	.050	-1.768	.300	-.614	.300	-.607	.300	-.481	.300	-.607	.300	-.481	.300	-.481		
		.669	-.205	.100	-.965	.350	-.575	.350	-.562	.350	-.458	.350	-.562	.350	-.458	.350	-.458		
		.684	-.196	.120	-.889	.400	-.543	.400	-.527	.400	-.434	.400	-.527	.400	-.434	.400	-.434		
		.724	-.188	.180	-.729	.450	-.525	.450	-.499	.450	-.428	.450	-.499	.450	-.428	.450	-.428		
		.763	-.141	.250	-.649	.500	-.490	.500	-.472	.500	-.410	.500	-.472	.500	-.410	.500	-.410		
		.803	-.119	.300	-.594	.550	-.464	.550	-.453	.550	-.389	.550	-.453	.550	-.389	.550	-.389		
		.882	-.214	.350	-.549	.600	-.437	.600	-.425	.600	-.360	.600	-.425	.600	-.360	.600	-.360		
		.961	-.155	.400	-.511	.650	-.400	.650	-.397	.650	-.360	.650	-.397	.650	-.360	.650	-.360		
				.450	-.486	.700	-.357	.700	-.351	.700	-.349	.700	-.351	.700	-.349	.700	-.349		
				.500	-.471	.750	-.294	.750	-.294	.750	-.343	.750	-.294	.750	-.343	.750	-.343		
				.550	-.440	.850	-.131	.850	-.131	.850	-.158	.850	-.131	.850	-.158	.850	-.158		
				.600	-.421	.950	.029	.950	.029	.950	.002	.950	.029	.950	.002	.950	.002		
				.650	-.374						.076				.076				
				.700	-.344														
				.800	-.217														
				.900	-.061														
				.950	.023														
				.990	.093														
				WING LOWER SURFACE															
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
.148	.015	.005	.957	.005	.951	.005	.945	.005	.945	.005	.878	.005	.945	.005	.878	.005	.878		
.222	-.043	.025	.360	.025	.415	.025	.412	.025	.412	.025	.376	.025	.412	.025	.376	.025	.376		
.338	-.133	.050	.155	.050	.165	.050	.176	.050	.176	.050	.052	.050	.176	.050	.052	.050	.052		
.448	-.197	.100	-.048	.100	.015	.100	.035	.100	.035	.100	-.014	.100	.035	.100	-.014	.100	-.014		
.527	-.232	.120	-.066	.120	-.074	.120	-.074	.120	-.078	.120	-.030	.120	-.078	.120	-.030	.120	-.030		
.605	-.226	.180	-.124	.180	-.214	.180	-.214	.180	-.145	.180	-.130	.180	-.145	.180	-.130	.180	-.130		
.684	-.233	.250	-.154	.250	-.226	.250	-.226	.250	-.190	.250	-.182	.250	-.190	.250	-.182	.250	-.182		
.724	-.174	.300	-.192	.300	-.214	.300	-.214	.300	-.212	.300	-.193	.300	-.212	.300	-.193	.300	-.193		
.763	-.118	.400	-.222	.400	-.128	.400	-.128	.400	-.186	.400	-.157	.400	-.186	.400	-.157	.400	-.157		
.803	-.019	.500	-.259	.500	-.034	.500	-.034	.500	-.096	.500	-.093	.500	-.096	.500	-.093	.500	-.093		
.842	.078	.600	-.245	.600	.067	.600	.067	.600	-.015	.600	-.029	.600	-.015	.600	-.029	.600	-.029		
.921	.157	.650	-.160	.650	.158	.650	.158	.650	.093	.650	.095	.650	.093	.650	.095	.650	.095		
.961	.162	.700	-.062	.700	.245	.700	.245	.700	.169	.700	.192	.700	.169	.700	.192	.700	.192		
		.750	.042	.750	.257	.750	.257	.750		.750		.750		.750		.750			
		.800	.121	.800		.800		.800		.800		.800		.800		.800			
		.900	.226	.900		.900		.900		.900		.900		.900		.900			
		.950	.232	.950		.950		.950		.950		.950		.950		.950			

(c) M = 0.60 - Continued

$$\alpha = 4.97^\circ; C_L = 0.565$$

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) M = 0.60 - Continued

$\alpha = 5.97^\circ$; $C_L = 0.655$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.31	-.248	.223	-.747	0.000	.291	0.000	.481	0.000	.593	0.000	.596	0.000	.596	0.000	.596				
.747	-.315	.346	-.677	.003	-1.220	.010	-2.403	.010	-2.064	.010	-1.679	.010	-1.679	.010	-1.679				
.63	-.368	.448	-.595	.010	-2.044	.030	-2.480	.030	-2.192	.030	-2.055	.030	-2.055	.030	-2.055				
.78	-.324	.487	-.489	.020	-1.967	.050	-2.453	.050	-1.969	.050	-1.870	.050	-1.870	.050	-1.870				
		.527	-.422	.025	-1.968	.100	-1.514	.100	-1.553	.100	-.921	.100	-.921	.100	-.921				
		.566	-.347	.030	-1.902	.180	-.955	.180	-.901	.180	-.710	.180	-.710	.180	-.710				
		.605	-.251	.050	-1.888	.300	-.707	.300	-.670	.300	-.583	.300	-.583	.300	-.583				
		.669	-.216	.100	-1.731	.350	-.643	.350	-.613	.350	-.540	.350	-.540	.350	-.540				
		.684	-.205	.120	-1.585	.400	-.595	.400	-.572	.400	-.504	.400	-.504	.400	-.504				
		.724	-.188	.180	-1.095	.450	-.557	.450	-.530	.450	-.489	.450	-.489	.450	-.489				
		.763	-.141	.250	-.766	.500	-.515	.500	-.489	.500	-.459	.500	-.459	.500	-.459				
		.803	-.125	.300	-.676	.550	-.481	.550	-.461	.550	-.450	.550	-.450	.550	-.450				
		.882	-.199	.350	-.601	.600	-.437	.600	-.429	.600	-.423	.600	-.423	.600	-.423				
		.961	-.127	.400	-.552	.650	-.387	.650	-.392	.650	-.390	.650	-.390	.650	-.390				
				.450	-.509	.700	-.336	.700	-.337	.700	-.365	.700	-.365	.700	-.365				
				.500	-.479	.750	-.263	.750	-.263	.750	-.351	.750	-.351	.750	-.351				
				.550	-.450	.850	-.122	.850	-.122	.850	-.171	.850	-.171	.850	-.171				
				.600	-.411	.950	.020	.950	.020	.950	-.008	.950	-.008	.950	-.008				
				.650	-.369					.990	.059	.990	.059	.990	.059				
				.700	-.334														
				.800	-.211														
				.900	-.074														
				.950	.005														
				.990	.058														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.109	.305	.949	.005	.975	.005	.975	.005	.956	.005	.937	.005	.937	.005	.937				
.222	.041	.025	.578	.025	.619	.025	.619	.025	.612	.025	.574	.025	.574	.025	.574				
.338	-.064	.050	.344	.050	.388	.050	.388	.050	.381	.050	.244	.050	.244	.050	.244				
.448	-.136	.100	.123	.100	.187	.100	.187	.100	.190	.100	.129	.100	.129	.100	.129				
.527	-.177	.120	.087	.120	.087	.180	.051	.180	.049	.180	.055	.180	.055	.180	.055				
.605	-.194	.180	.009	.180	.009	.400	-.130	.300	-.055	.300	-.062	.300	-.062	.300	-.062				
.684	-.207	.250	-.058	.250	-.058	.500	-.170	.400	-.112	.400	-.125	.400	-.125	.400	-.125				
.724	-.151	.300	-.105	.300	-.105	.600	-.177	.500	-.153	.500	-.145	.500	-.145	.500	-.145				
.763	-.092	.400	-.159	.400	-.159	.650	-.098	.600	-.149	.600	-.130	.600	-.130	.600	-.130				
.803	-.005	.500	-.200	.500	-.200	.700	-.305	.650	-.064	.650	-.069	.650	-.069	.650	-.069				
.842	.094	.600	-.195	.600	-.195	.750	.078	.700	.009	.700	-.007	.700	-.007	.700	-.007				
.921	.167	.650	-.127	.650	-.127	.800	.168	.750	.105	.750	.104	.750	.104	.750	.104				
.961	.172	.700	-.042	.700	-.042	.900	.252	.800	.181	.800	.200	.800	.200	.800	.200				
		.750	.060	.750	.060	.950	.260												
		.800	.136	.800	.136														
		.900	.224	.900	.224														
		.950	.731	.950	.731														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) M = 0.60 - Continued

$\alpha = 6.97^\circ$; $C_L = 0.729$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.254	.223	-.803	0.000	-.171	0.000	.367	0.000	.497	0.000	.485
.747	-.334	.346	-.715	.003	-1.376	.010	-2.297	.010	-2.180	.010	-1.853
.763	-.375	.448	-.622	.010	-1.777	.030	-2.297	.030	-2.166	.030	-2.194
.778	-.327	.487	-.504	.020	-1.802	.050	-2.118	.050	-2.078	.050	-2.067
		.527	-.437	.025	-1.630	.100	-1.769	.100	-1.688	.100	-1.214
		.566	-.359	.030	-1.685	.130	-1.150	.180	-1.178	.180	-.804
		.605	-.265	.050	-1.702	.300	-.750	.300	-.738	.300	-.612
		.669	-.225	.100	-1.778	.350	-.655	.350	-.643	.350	-.556
		.684	-.210	.120	-1.713	.400	-.598	.400	-.580	.400	-.519
		.724	-.194	.180	-1.382	.450	-.546	.450	-.528	.450	-.496
		.763	-.156	.250	-1.013	.500	-.500	.500	-.485	.500	-.470
		.803	-.125	.300	-.785	.550	-.453	.550	-.451	.550	-.453
		.882	-.204	.350	-.684	.600	-.416	.600	-.407	.600	-.432
		.961	-.128	.400	-.575	.650	-.361	.650	-.357	.650	-.393
				.450	-.523	.700	-.310	.700	-.315	.700	-.368
				.500	-.471	.750	-.253	.990	.019	.750	-.354
				.550	-.432	.850	-.130			.850	-.174
				.600	-.396	.950	-.012			.950	-.016
				.650	-.338					.990	.039
				.700	-.310						
				.800	-.205						
				.900	-.085						
				.950	-.027						
				.990	.017						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.148	.150	.005	.940
.222	.076	.025	.648
.338	-.021	.050	.403
.448	-.109	.100	.174
.527	-.152	.120	.145
.605	-.164	.180	.057
.684	-.183	.250	-.308
.724	-.135	.300	-.053
.763	-.083	.400	-.129
.803	.011	.500	-.175
.842	.099	.600	-.185
.921	.169	.650	-.125
.961	.175	.700	-.041
		.750	.062
		.800	.131
		.900	.220
		.950	.220

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.959	.005	.955	.005	.923	.005	.923
.025	.682	.025	.674	.025	.622	.025	.622
.050	.444	.050	.444	.050	.312	.050	.312
.100	.252	.100	.242	.100	.164	.100	.164
.180	.104	.180	.077	.180	.104	.180	.104
.400	-.098	.300	-.016	.300	-.033	.300	-.033
.500	-.148	.400	-.089	.400	-.095	.400	-.095
.600	-.162	.500	-.136	.500	-.129	.500	-.129
.650	-.093	.600	-.142	.600	-.120	.600	-.120
.700	-.008	.650	-.060	.650	-.063	.650	-.063
.750	.078	.700	.006	.700	-.011	.700	-.011
.800	.160	.750	.099	.750	.105	.750	.105
.900	.236	.800	.171	.800	.195	.800	.195
.950	.236						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(c) M = 0.60 - Concluded

$\alpha = 7.96^\circ$; $C_L = 0.791$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
PL	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
31	-.250	.223	-.859	0.000	-.074	0.000	-.267	0.000	-.414	0.000	-.387								
47	-.333	.346	-.760	.003	-1.552	.010	-2.126	.010	-2.023	.010	-1.976								
53	-.369	.448	-.663	.010	-1.462	.030	-2.011	.030	-1.917	.030	-1.827								
78	-.370	.487	-.539	.020	-1.469	.050	-1.899	.050	-1.827	.050	-1.618								
		.527	-.463	.025	-1.525	.100	-1.760	.100	-1.742	.100	-1.444								
		.566	-.382	.030	-1.502	.180	-1.386	.180	-1.351	.180	-1.015								
		.605	-.281	.050	-1.486	.300	-.840	.300	-.814	.300	-.655								
		.669	-.240	.100	-1.392	.350	-.770	.350	-.723	.350	-.596								
		.684	-.224	.120	-1.633	.400	-.650	.400	-.620	.400	-.552								
		.724	-.208	.180	-1.381	.450	-.568	.450	-.534	.450	-.506								
		.763	-.167	.250	-1.217	.500	-.502	.500	-.482	.500	-.478								
		.803	-.126	.300	-.999	.550	-.454	.550	-.427	.550	-.461								
		.882	-.203	.350	-.777	.600	-.386	.600	-.378	.600	-.429								
		.961	-.128	.400	-.697	.650	-.337	.650	-.345	.650	-.387								
				.450	-.566	.700	-.293	.700	-.278	.700	-.364								
				.500	-.502	.750	-.237	.990	-.030	.750	-.333								
				.550	-.426	.850	-.151			.850	-.182								
				.600	-.378	.950	-.079			.950	-.046								
				.650	-.341					.990	.004								
				.700	-.296														
				.800	-.207														
				.900	-.119														
				.950	-.071														
				.990	-.043														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.192	.005	.918	.005	.933	.005	.929	.005	.915								
		.222	.101	.025	.718	.025	.709	.025	.729	.025	.651								
		.338	-.013	.050	.479	.050	.509	.050	.503	.050	.362								
		.448	-.076	.100	.238	.100	.299	.100	.290	.100	.204								
		.527	-.125	.120	.192	.180	.122	.180	.119	.180	.112								
		.605	-.148	.180	.093	.400	-.077	.300	.005	.300	-.009								
		.684	-.173	.250	.013	.500	-.136	.400	-.084	.400	-.083								
		.724	-.129	.300	-.023	.600	-.167	.500	-.128	.500	-.125								
		.763	-.079	.400	-.104	.650	-.099	.600	-.149	.600	-.124								
		.803	.006	.500	-.170	.700	-.015	.650	-.070	.650	-.066								
		.842	.102	.600	-.184	.750	.065	.700	-.009	.700	-.014								
		.921	.174	.650	-.111	.800	.146	.750	.094	.750	.098								
		.961	.175	.700	-.034	.900	.212	.800	.169	.800	.193								
				.750	.063	.950	.210												
				.800	.137														
				.900	.206														
				.950	.205														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(d) $M = 0.70$

$\alpha = -2.09^\circ$; $C_L = -0.183$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.275	.223	-.208	0.000	.981	0.000	.927	0.000	.872
.747	-.355	.346	-.271	.003	.777	.010	.289	.010	.381
.763	-.399	.448	-.264	.010	.124	.030	-.117	.030	-.097
.778	-.338	.487	-.248	.020	-.142	.050	-.143	.050	-.231
		.527	-.216	.025	-.144	.100	-.187	.100	-.196
		.566	-.173	.030	-.213	.180	-.254	.180	-.209
		.605	-.118	.050	-.257	.300	-.296	.300	-.238
		.669	-.106	.100	-.280	.350	-.338	.350	-.250
		.684	-.132	.120	-.284	.400	-.316	.400	-.246
		.724	-.159	.180	-.255	.450	-.321	.450	-.254
		.763	-.113	.250	-.274	.500	-.318	.500	-.261
		.803	-.098	.300	-.284	.550	-.323	.550	-.267
		.882	-.243	.350	-.292	.600	-.329	.600	-.272
		.96	-.192	.400	-.294	.650	-.318	.650	-.264
				.450	-.304	.700	-.293	.700	-.265
				.500	-.314	.750	-.255	.750	-.283
				.550	-.321	.850	-.112	.850	-.117
				.600	-.327	.950	.061	.950	.037
				.650	-.304			.990	.112
				.700	-.293				
				.800	-.199				
				.900	-.047				
				.950	.050				
				.990	.131				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.304	.005	.242	.005	.163	.005	.068	.005	-.085
.222	-.346	.025	-.975	.025	-.864	.025	-.815	.025	-.718
.338	-.415	.050	-1.020	.050	-1.049	.050	-.878	.050	-1.048
.448	-.451	.100	-.855	.100	-.847	.100	-.802	.100	-.580
.527	-.475	.120	-.800	.180	-.670	.180	-.661	.180	-.447
.605	-.423	.180	-.671	.400	-.535	.300	-.516	.300	-.427
.684	-.394	.250	-.620	.500	-.466	.400	-.485	.400	-.425
.724	-.293	.300	-.590	.600	-.364	.500	-.431	.500	-.376
.763	-.200	.400	-.548	.650	-.221	.600	-.318	.600	-.274
.803	-.085	.500	-.511	.700	-.092	.650	-.187	.650	-.173
.842	.016	.600	-.403	.750	.023	.700	-.070	.700	-.065
.921	.109	.650	-.269	.800	.109	.750	.049	.750	.062
.961	.128	.700	-.135	.900	.199	.800	.131	.800	.156
		.750	-.011	.950	.226				
		.800	.064						
		.900	.175						
		.950	.204						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(d) M = 0.70 - Continued

$\alpha = -1.07^\circ$; $C_L = -0.067$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
31	-.286	.223	-.276	0.000	1.005	0.000	1.002	0.000	.974	0.000	.942	0.000	.942	0.000	.942				
47	-.364	.346	-.324	.003	.644	.010	-.053	.010	.093	.010	.238	.010	.238	.010	.238				
63	-.395	.448	-.311	.010	-.095	.030	-.317	.030	-.282	.030	-.319	.030	-.319	.030	-.319				
78	-.339	.487	-.289	.020	-.374	.050	-.267	.050	-.289	.050	-.344	.050	-.344	.050	-.344				
		.527	-.248	.025	-.411	.100	-.331	.100	-.302	.100	-.277	.100	-.277	.100	-.277				
		.566	-.200	.030	-.424	.180	-.387	.180	-.347	.180	-.285	.180	-.285	.180	-.285				
		.605	-.140	.050	-.413	.300	-.373	.300	-.372	.300	-.292	.300	-.292	.300	-.292				
		.669	-.127	.100	-.390	.350	-.373	.350	-.357	.350	-.299	.350	-.299	.350	-.299				
		.684	-.146	.120	-.413	.400	-.373	.400	-.360	.400	-.292	.400	-.292	.400	-.292				
		.724	-.171	.180	-.333	.450	-.382	.450	-.350	.450	-.292	.450	-.292	.450	-.292				
		.763	-.130	.250	-.341	.500	-.377	.500	-.351	.500	-.297	.500	-.297	.500	-.297				
		.803	-.097	.300	-.345	.550	-.370	.550	-.356	.550	-.299	.550	-.299	.550	-.299				
		.882	-.244	.350	-.344	.600	-.365	.600	-.353	.600	-.300	.600	-.300	.600	-.300				
		.961	-.190	.400	-.339	.650	-.345	.650	-.338	.650	-.283	.650	-.283	.650	-.283				
				.450	-.341	.700	-.315	.700	-.308	.700	-.283	.700	-.283	.700	-.283				
				.500	-.348	.750	-.264	.750	.132	.750	-.290	.750	-.290	.750	-.290				
				.550	-.355	.850	-.115	.850		.850	-.118	.850	-.118	.850	-.118				
				.600	-.351	.950	.061	.950		.950	.038	.950	.038	.950	.038				
				.650	-.323					.990	.116	.990	.116	.990	.116				
				.700	-.310														
				.800	-.210														
				.900	-.048														
				.950	.051														
				.990	.131														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.230	.005	.402	.005	.338	.005	.285	.005	.197	.005	.197	.005	.197	.005	.197				
.222	-.293	.025	-.712	.025	-.584	.025	-.533	.025	-.510	.025	-.510	.025	-.510	.025	-.510				
.338	-.364	.050	-.698	.050	-.703	.050	-.644	.050	-.721	.050	-.721	.050	-.721	.050	-.721				
.448	-.412	.100	-.701	.100	-.650	.100	-.630	.100	-.497	.100	-.497	.100	-.497	.100	-.497				
.527	-.431	.120	-.647	.180	-.572	.180	-.557	.180	-.383	.180	-.383	.180	-.383	.180	-.383				
.605	-.401	.180	-.568	.400	-.486	.300	-.460	.300	-.371	.300	-.371	.300	-.371	.300	-.371				
.684	-.370	.250	-.531	.500	-.442	.400	-.435	.400	-.387	.400	-.387	.400	-.387	.400	-.387				
.724	-.276	.300	-.521	.600	-.355	.500	-.404	.500	-.351	.500	-.351	.500	-.351	.500	-.351				
.763	-.185	.400	-.491	.650	-.219	.600	-.302	.600	-.259	.600	-.259	.600	-.259	.600	-.259				
.803	-.078	.500	-.473	.700	-.085	.650	-.176	.650	-.162	.650	-.162	.650	-.162	.650	-.162				
.842	.033	.600	-.376	.750	.024	.700	-.057	.700	-.063	.700	-.063	.700	-.063	.700	-.063				
.921	.128	.650	-.247	.800	.120	.750	.061	.750	.066	.750	.066	.750	.066	.750	.066				
.961	.149	.700	-.119	.900	.217	.800	.144	.800	.167	.800	.167	.800	.167	.800	.167				
		.750	.003	.950	.241														
		.800	.084																
		.900	.196																
		.950	.220																

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(d) $M = 0.70$ - Continued

$\alpha = -0.04^\circ$; $C_L = 0.048$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.301	.223	-.350	0.000	1.004	0.000	1.011	0.000	.999	0.000	.972
.747	-.358	.346	-.386	.003	.453	.010	-.338	.010	-.183	.010	.045
.763	-.400	.448	-.362	.010	-.470	.030	-.574	.030	-.523	.030	-.475
.778	-.339	.487	-.316	.020	-.734	.050	-.460	.050	-.495	.050	-.509
		.527	-.274	.025	-.745	.100	-.484	.100	-.425	.100	-.387
		.566	-.221	.030	-.755	.180	-.502	.180	-.441	.180	-.355
		.605	-.154	.050	-.665	.300	-.436	.300	-.431	.300	-.343
		.669	-.142	.100	-.542	.350	-.419	.350	-.420	.350	-.324
		.684	-.160	.120	-.539	.400	-.415	.400	-.412	.400	-.330
		.724	-.174	.180	-.438	.450	-.414	.450	-.399	.450	-.324
		.763	-.138	.250	-.411	.500	-.408	.500	-.383	.500	-.325
		.803	-.108	.300	-.406	.550	-.403	.550	-.388	.550	-.330
		.882	-.241	.350	-.390	.600	-.395	.600	-.375	.600	-.330
		.961	-.180	.400	-.378	.650	-.366	.650	-.360	.650	-.307
				.450	-.379	.700	-.331	.700	-.320	.700	-.303
				.500	-.383	.750	-.274	.990	.131	.750	-.305
				.550	-.381	.850	-.119			.850	-.129
				.600	-.381	.950	.057			.950	.034
				.650	-.344					.990	.110
				.700	-.328						
				.800	-.211						
				.900	-.046						
				.950	.052						
				.990	.129						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.148	-.171	.005	.605
.222	-.226	.025	-.415
.338	-.312	.050	-.430
.448	-.364	.100	-.538
.527	-.397	.120	-.513
.605	-.370	.180	-.454
.684	-.353	.250	-.446
.724	-.269	.300	-.454
.763	-.177	.400	-.439
.803	-.064	.500	-.434
.842	.042	.600	-.361
.921	.130	.650	-.236
.961	.149	.700	-.111
		.750	.015
		.800	.093
		.900	.202
		.950	.224

X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.563	.005	.508	.005	.391	.005	.263	.005	.287
.025	-.324	.025	-.263	.025	-.287	.025	-.263	.025	-.287
.050	-.456	.050	-.401	.050	-.564	.050	-.401	.050	-.564
.100	-.479	.100	-.450	.100	-.392	.100	-.450	.100	-.392
.180	-.459	.180	-.453	.180	-.307	.180	-.453	.180	-.307
.400	-.441	.300	-.388	.300	-.323	.300	-.388	.300	-.323
.500	-.411	.400	-.394	.400	-.345	.400	-.394	.400	-.345
.600	-.335	.500	-.371	.500	-.325	.500	-.371	.500	-.325
.650	-.210	.600	-.285	.600	-.242	.600	-.285	.600	-.242
.700	-.075	.650	-.162	.650	-.151	.650	-.162	.650	-.151
.750	.034	.700	-.050	.700	-.052	.700	-.050	.700	-.052
.800	.131	.750	.068	.750	.074	.750	.068	.750	.074
.900	.227	.800	.150	.800	.176	.800	.150	.800	.176
.950	.249								

ORIGINAL RESULTS
OF POOR QUALITY

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(d) M = 0.70 - Continued

$\alpha = 0.99^\circ$; $C_L = 0.163$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
31	-.313	.223	-.414	.000	.968	.000	.988	.000	1.007	.000	.969	.010	-.199	.010	-.199				
47	-.377	.346	-.443	.003	.193	.010	-.637	.010	-.468	.010	-.755	.030	-.777	.030	-.777				
63	-.414	.448	-.409	.010	-.947	.030	-.834	.030	-.688	.050	-.479	.050	-.411	.050	-.411				
78	-.342	.487	-.357	.020	-1.075	.050	-.791	.050	-.608	.100	-.395	.100	-.378	.100	-.378				
		.527	-.308	.025	-1.199	.100	-.634	.100	-.573	.180	-.359	.180	-.359	.180	-.359				
		.566	-.245	.030	-1.114	.180	-.576	.180	-.464	.300	-.362	.300	-.359	.300	-.359				
		.605	-.177	.050	-.947	.300	-.504	.300	-.423	.350	-.346	.350	-.323	.350	-.323				
		.669	-.160	.100	-.687	.350	-.480	.350	-.420	.400	-.317	.400	-.317	.400	-.317				
		.684	-.175	.120	-.658	.400	-.461	.400	-.335	.450	-.318	.450	-.318	.450	-.318				
		.724	-.188	.180	-.528	.450	-.457	.450	-.335	.500	-.283	.500	-.283	.500	-.283				
		.763	-.147	.250	-.504	.500	-.453	.500	-.240	.550	-.240	.550	-.240	.550	-.240				
		.803	-.117	.300	-.478	.550	-.437	.550	-.240	.600	-.240	.600	-.240	.600	-.240				
		.882	-.248	.350	-.455	.600	-.411	.600	-.240	.650	-.240	.650	-.240	.650	-.240				
		.961	-.178	.400	-.430	.650	-.383	.650	-.240	.700	-.240	.700	-.240	.700	-.240				
				.450	-.416	.700	-.342	.700	-.240	.750	-.240	.750	-.240	.750	-.240				
				.500	-.417	.750	-.283	.750	-.240	.800	-.240	.800	-.240	.800	-.240				
				.550	-.415	.850	-.124	.850	-.240	.900	-.240	.900	-.240	.900	-.240				
				.600	-.404	.950	.058	.950	-.240										
				.650	-.371														
				.700	-.340														
				.800	-.219														
				.900	-.048														
				.950	.048														
				.990	.123														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.127	.005	.751	.005	.717	.005	.689	.005	.542	.005	.542	.005	.542				
		.222	-.165	.025	-.140	.025	-.113	.025	-.057	.025	-.072	.025	-.072	.025	-.072				
		.338	-.264	.050	-.225	.050	-.321	.050	-.234	.050	-.364	.050	-.364	.050	-.364				
		.448	-.320	.100	-.415	.100	-.294	.100	-.312	.100	-.256	.100	-.256	.100	-.256				
		.527	-.352	.120	-.390	.180	-.348	.180	-.358	.180	-.238	.180	-.238	.180	-.238				
		.605	-.343	.180	-.380	.400	-.382	.300	-.329	.300	-.283	.300	-.283	.300	-.283				
		.684	-.327	.250	-.368	.500	-.371	.400	-.343	.400	-.303	.400	-.303	.400	-.303				
		.724	-.247	.300	-.385	.600	-.318	.500	-.342	.500	-.294	.500	-.294	.500	-.294				
		.763	-.160	.400	-.405	.650	-.194	.600	-.273	.600	-.228	.600	-.228	.600	-.228				
		.803	-.053	.500	-.415	.700	-.063	.650	-.154	.650	-.139	.650	-.139	.650	-.139				
		.842	.056	.600	-.341	.750	.046	.700	-.043	.700	-.044	.700	-.044	.700	-.044				
		.921	.145	.650	-.218	.800	.139	.750	.078	.750	.083	.750	.083	.750	.083				
		.961	.155	.700	-.103	.900	.240	.800	.160	.800	.161	.800	.161	.800	.161				
				.750	.024	.950	.257												
				.800	.138														
				.900	.209														
				.950	.242														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(d) $M = 0.70$ - Continued

$\alpha = 1.45^\circ$; $C_L = 0.214$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.310	.223	-.455	0.000	.931	0.000	.966	0.000	.965
.747	-.380	.346	-.477	.003	.134	.010	-.813	.010	-.316
.763	-.405	.448	-.435	.010	-.881	.030	-1.096	.030	-.938
.778	-.346	.487	-.368	.020	-1.263	.050	-.834	.050	-.809
		.527	-.316	.025	-1.430	.100	-.713	.100	-.540
		.566	-.254	.030	-1.270	.180	-.648	.180	-.453
		.605	-.179	.050	-1.115	.300	-.546	.300	-.430
		.669	-.168	.100	-.747	.350	-.503	.350	-.396
		.684	-.181	.120	-.719	.400	-.490	.400	-.380
		.724	-.197	.180	-.567	.450	-.480	.450	-.379
		.763	-.153	.250	-.519	.500	-.458	.500	-.367
		.803	-.124	.300	-.501	.550	-.447	.550	-.374
		.882	-.247	.350	-.473	.600	-.430	.600	-.363
		.961	-.177	.400	-.442	.650	-.401	.650	-.344
				.450	-.437	.700	-.355	.700	-.332
				.500	-.428	.750	-.290	.750	-.328
				.550	-.412	.850	-.124	.850	-.138
				.600	-.400	.950	.057	.950	.032
				.650	-.362			.990	.105
				.700	-.341				
				.800	-.217				
				.900	-.047				
				.950	.051				
				.990	.124				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.098	.005	.820	.005	.785	.005	.752	.005	.611
.222	-.149	.025	-.084	.025	-.309	.025	.018	.025	.017
.338	-.247	.050	-.208	.050	-.180	.050	-.183	.050	-.263
.448	-.306	.100	-.340	.100	-.269	.100	-.246	.100	-.238
.527	-.342	.120	-.315	.180	-.302	.180	-.302	.180	-.205
.605	-.337	.180	-.351	.400	-.354	.300	-.316	.300	-.259
.684	-.319	.250	-.347	.500	-.361	.400	-.329	.400	-.281
.724	-.239	.300	-.348	.600	-.304	.500	-.316	.500	-.286
.763	-.157	.400	-.378	.650	-.187	.600	-.261	.600	-.216
.803	-.052	.500	-.384	.700	-.058	.650	-.140	.650	-.133
.842	.055	.600	-.328	.750	.050	.700	-.037	.700	-.042
.921	.144	.650	-.221	.800	.145	.750	.079	.750	.088
.961	.155	.700	-.099	.900	.242	.800	.167	.800	.188
		.750	.028	.950	.261				
		.800	.107						
		.900	.215						
		.950	.239						

ORIGINAL PAGE IS
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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(d) $M = 0.70$ - Continued

$\alpha = 1.98^\circ$; $C_L = 0.272$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.11	-.316	.223	-.496	0.000	.903	0.000	.946	0.000	.982	0.000	.962
.17	-.370	.346	-.513	.003	-.013	.010	-.984	.010	-.753	.010	-.506
.23	-.415	.448	-.462	.010	-1.067	.030	-1.277	.030	-1.237	.030	-1.137
.28	-.340	.487	-.379	.020	-1.381	.050	-1.148	.050	-1.042	.050	-.912
		.527	-.329	.025	-1.567	.100	-.722	.100	-.716	.100	-.591
		.566	-.264	.030	-1.561	.180	-.692	.180	-.635	.180	-.488
		.605	-.185	.050	-1.466	.300	-.572	.300	-.557	.300	-.448
		.669	-.166	.100	-.746	.350	-.522	.350	-.514	.350	-.411
		.684	-.182	.120	-.747	.400	-.505	.400	-.491	.400	-.394
		.724	-.200	.180	-.608	.450	-.486	.450	-.475	.450	-.390
		.763	-.153	.250	-.557	.500	-.469	.500	-.454	.500	-.380
		.803	-.123	.300	-.524	.550	-.451	.550	-.437	.550	-.380
		.882	-.252	.350	-.494	.600	-.432	.600	-.421	.600	-.371
		.961	-.169	.400	-.473	.650	-.400	.650	-.396	.650	-.368
				.450	-.451	.700	-.350	.700	-.345	.700	-.332
				.500	-.446	.750	-.288	.990	.123	.750	-.328
				.550	-.434	.850	-.120			.850	-.141
				.600	-.423	.950	.059			.950	.033
				.650	-.379					.990	.102
				.700	-.353						
				.800	-.219						
				.900	-.044						
				.950	.049						
				.990	.119						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.071	.305	.861	.005	.834	.005	.824	.005	.682	.005	.682
.222	-.122	.025	.061	.025	.111	.025	.143	.025	.147	.025	.147
.338	-.212	.050	-.102	.050	-.120	.050	-.064	.050	-.191	.050	-.191
.448	-.284	.100	-.292	.100	-.195	.100	-.198	.100	-.189	.100	-.189
.527	-.322	.120	-.268	.180	-.251	.180	-.257	.180	-.171	.180	-.171
.605	-.317	.180	-.304	.400	-.333	.300	-.282	.300	-.236	.300	-.236
.684	-.302	.250	-.308	.500	-.340	.400	-.303	.400	-.268	.400	-.268
.724	-.225	.300	-.331	.600	-.289	.500	-.308	.500	-.273	.500	-.273
.763	-.148	.400	-.356	.650	-.172	.600	-.251	.600	-.205	.600	-.205
.803	-.043	.500	-.375	.700	-.050	.650	-.139	.650	-.123	.650	-.123
.842	.065	.600	-.323	.750	.051	.700	-.034	.700	-.040	.700	-.040
.921	.145	.650	-.210	.800	.151	.750	.083	.750	.086	.750	.086
.961	.154	.700	-.092	.900	.246	.800	.171	.800	.189	.800	.189
		.750	.029	.950	.260						
		.800	.115								
		.900	.216								
		.950	.238								

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(d) $M = 0.70$ - Continued

$\alpha = 2.46^\circ$; $C_L = 0.324$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.309	.223	-.525	0.000	.875	0.000	.926	0.000	.966	0.000	.941
.747	-.374	.346	-.544	.303	-.396	.310	-1.094	.010	-.852	.010	-.553
.763	-.407	.448	-.484	.010	-1.150	.030	-1.459	.030	-1.341	.030	-1.310
.778	-.337	.487	-.406	.020	-1.501	.050	-1.290	.050	-1.321	.050	-1.063
		.527	-.346	.025	-1.651	.100	-.728	.100	-.730	.100	-.611
		.566	-.275	.030	-1.738	.180	-.726	.180	-.673	.180	-.517
		.605	-.196	.050	-1.571	.300	-.607	.300	-.568	.300	-.480
		.669	-.177	.100	-.730	.350	-.558	.350	-.530	.350	-.448
		.684	-.191	.120	-.745	.400	-.533	.400	-.499	.400	-.424
		.724	-.198	.180	-.618	.450	-.515	.450	-.474	.450	-.415
		.763	-.162	.250	-.576	.500	-.490	.500	-.454	.500	-.402
		.803	-.128	.300	-.543	.550	-.472	.550	-.446	.550	-.401
		.882	-.250	.350	-.516	.600	-.445	.600	-.426	.600	-.387
		.961	-.164	.400	-.483	.650	-.405	.650	-.396	.650	-.361
				.450	-.463	.700	-.354	.700	-.347	.700	-.343
				.500	-.448	.750	-.291	.990	.119	.750	-.340
				.550	-.438	.850	-.121			.850	-.144
				.600	-.425	.950	.058			.950	.026
				.650	-.379					.990	.101
				.700	-.346						
				.800	-.215						
				.900	-.044						
				.950	.051						
				.990	.120						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.148	-.046		.005	.885		.005	.861		.005	.870
	.222	-.109		.025	.129		.025	.184		.025	.217
	.338	-.209		.050	-.348		.050	-.062		.050	-.037
	.448	-.273		.100	-.235		.100	-.163		.100	-.136
	.527	-.309		.120	-.231		.180	-.233		.180	-.227
	.605	-.304		.180	-.254		.400	-.310		.300	-.248
	.684	-.300		.250	-.284		.500	-.321		.400	-.286
	.724	-.228		.300	-.297		.600	-.283		.500	-.289
	.763	-.148		.400	-.340		.650	-.171		.600	-.244
	.803	-.040		.500	-.348		.700	-.352		.650	-.125
	.842	.066		.600	-.309		.750	.057		.700	-.028
	.921	.149		.650	-.204		.800	.156		.750	.084
	.961	.162		.700	-.089		.900	.252		.800	.168
				.750	.033		.950	.266			
				.800	.116						
				.900	.224						
				.950	.240						

(d) $M = 0.70$ - Continued

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continue

(d) $M = 0.70$ - Continued

$\alpha = 3.93^\circ$; $C_L = 0.492$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.307	.223	-.649	0.000	.740	0.000	.823	0.000	.896	0.000	.873	0.000	.832	0.010	-.832				
.747	-.376	.346	-.657	.003	-.376	.010	-1.368	.010	-1.129	.010	-1.129	.010	-1.129	.010	-.832				
.763	-.408	.448	-.564	.010	-1.433	.030	-1.756	.030	-1.694	.030	-1.694	.030	-1.694	.030	-1.637				
.778	-.334	.487	-.442	.020	-1.746	.050	-1.741	.050	-1.812	.050	-1.812	.050	-1.812	.050	-1.676				
		.527	-.372	.025	-1.901	.100	-1.593	.100	-1.570	.100	-1.570	.100	-1.570	.100	-1.020				
		.566	-.299	.030	-2.027	.180	-1.193	.180	-.913	.180	-.913	.180	-.913	.180	-.540				
		.605	-.211	.050	-2.073	.300	-.579	.300	-.566	.300	-.566	.300	-.566	.300	-.523				
		.669	-.188	.100	-1.880	.350	-.563	.350	-.553	.350	-.553	.350	-.553	.350	-.481				
		.684	-.196	.120	-1.678	.400	-.547	.400	-.526	.400	-.526	.400	-.526	.400	-.460				
		.724	-.199	.180	-.758	.450	-.531	.450	-.509	.450	-.509	.450	-.509	.450	-.455				
		.763	-.164	.250	-.579	.500	-.502	.500	-.482	.500	-.482	.500	-.482	.500	-.433				
		.803	-.137	.300	-.560	.550	-.481	.550	-.468	.550	-.468	.550	-.468	.550	-.429				
		.882	-.237	.350	-.533	.600	-.446	.600	-.444	.600	-.444	.600	-.444	.600	-.411				
		.961	-.149	.400	-.505	.650	-.412	.650	-.408	.650	-.408	.650	-.408	.650	-.383				
				.450	-.480	.700	-.361	.700	-.355	.700	-.355	.700	-.355	.700	-.364				
				.500	-.475	.750	-.292	.990	.108			.750	-.357						
				.550	-.459	.850	-.123					.850	-.156						
				.600	-.438	.950	.053					.950	.015						
				.650	-.389							.990	.087						
				.700	-.356														
				.800	-.220														
				.900	-.045														
				.950	.050														
				.990	.118														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.035	.305	.966	.005	.944	.005	.944	.005	.943	.005	.943	.005	.851	.005	.851				
.222	-.036	.025	.347	.025	.394	.025	.394	.025	.386	.025	.386	.025	.367	.025	.367				
.338	-.142	.050	.143	.050	.151	.050	.151	.050	.151	.050	.151	.050	.040	.050	.040				
.448	-.205	.100	-.080	.100	.008	.100	.008	.100	.005	.100	.005	.100	-.030	.100	-.030				
.527	-.248	.120	-.093	.180	-.112	.180	-.112	.180	-.117	.180	-.117	.180	-.075	.180	-.075				
.605	-.250	.180	-.134	.400	-.233	.400	-.233	.300	-.168	.300	-.168	.300	-.148	.300	-.148				
.684	-.263	.250	-.178	.500	-.257	.400	-.215	.400	-.215	.400	-.215	.400	-.197	.400	-.197				
.724	-.194	.300	-.219	.600	-.245	.500	-.243	.500	-.243	.500	-.243	.500	-.213	.500	-.213				
.763	-.117	.400	-.259	.650	-.134	.600	-.204	.600	-.204	.600	-.204	.600	-.176	.600	-.176				
.803	-.017	.500	-.295	.700	-.024	.650	-.103	.650	-.103	.650	-.103	.650	-.095	.650	-.095				
.842	.085	.600	-.267	.750	.075	.700	-.009	.700	-.009	.700	-.009	.700	-.020	.700	-.020				
.921	.162	.650	-.173	.800	.173	.750	.105	.750	.105	.750	.105	.750	.102	.750	.102				
.961	.175	.700	-.065	.900	.265	.800	.186	.800	.186	.800	.186	.800	.206						
		.750	.062	.950	.278														
		.800	.137																
		.900	.241																
		.950	.257																

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(d) M = 0.70 - Continued

$\alpha = 4.97^\circ$; $C_L = 0.608$

STATION .148			STATION .402			STATION .595			STATION .775			STATION .913		
FUSELAGE			WING UPPER SURFACE											
	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
1	-.298	.223	-.742	0.000	-.628	0.000	-.744	0.000	-.839	0.000	-.798	0.000	-.998	
7	-.369	.346	-.746	.003	-.524	.010	-1.489	.010	-1.252	.010	-.998	.010	-1.770	
3	-.403	.448	-.625	.010	-1.542	.030	-1.890	.030	-1.835	.030	-1.770	.030	-1.832	
3	-.332	.487	-.481	.020	-1.886	.050	-1.876	.050	-1.925	.050	-1.832	.050	-1.674	
		.527	-.406	.025	-2.022	.100	-1.786	.100	-1.739	.100	-1.674	.100	-1.585	
		.566	-.318	.030	-2.139	.180	-1.647	.180	-1.656	.180	-.585	.180	-.530	
		.605	-.228	.050	-2.187	.300	-.657	.300	-.612	.300	-.511	.300	-.459	
		.669	-.205	.100	-2.121	.350	-.501	.350	-.491	.350	-.459	.350	-.459	
		.684	-.207	.120	-2.036	.400	-.487	.400	-.468	.400	-.459	.400	-.459	
		.724	-.218	.180	-1.267	.450	-.480	.450	-.459	.450	-.459	.450	-.459	
		.763	-.162	.250	-.655	.500	-.477	.500	-.462	.500	-.459	.500	-.459	
		.803	-.142	.300	-.534	.550	-.458	.550	-.446	.550	-.453	.550	-.453	
		.882	-.235	.350	-.502	.600	-.433	.600	-.426	.600	-.432	.600	-.432	
		.961	-.141	.400	-.480	.650	-.393	.650	-.394	.650	-.405	.650	-.405	
				.450	-.464	.700	-.352	.700	-.344	.700	-.383	.700	-.383	
				.500	-.460	.750	-.282	.750	.106	.750	-.376	.750	-.376	
				.550	-.443	.850	-.124	.850		.850	-.174	.850	-.174	
				.600	-.423	.950	.053	.950		.950	.005	.950	.005	
				.650	-.380						.079	.990	.079	
				.700	-.337									
				.800	-.211									
				.900	-.049									
				.950	.045									
				.990	.113									
WING LOWER SURFACE														
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
		.148	.080	.005	.986	.005	.980	.005	.974	.005	.891	.005	.891	
		.222	.011	.025	.441	.025	.475	.025	.471	.025	.456	.025	.456	
		.338	-.096	.050	.233	.050	.244	.050	.255	.050	.128	.050	.128	
		.448	-.167	.100	.011	.100	.081	.100	.082	.100	.033	.100	.033	
		.527	-.221	.120	-.308	.180	-.032	.180	-.048	.180	-.008	.180	-.008	
		.605	-.240	.180	-.066	.400	-.186	.300	-.118	.300	-.117	.300	-.117	
		.684	-.245	.250	-.136	.500	-.233	.400	-.183	.400	-.164	.400	-.164	
		.724	-.178	.300	-.162	.600	-.220	.500	-.210	.500	-.197	.500	-.197	
		.763	-.106	.400	-.223	.650	-.121	.600	-.186	.600	-.159	.600	-.159	
		.803	-.007	.500	-.261	.700	-.011	.650	-.085	.650	-.086	.650	-.086	
		.842	.093	.600	-.245	.750	.090	.700	.002	.700	-.015	.700	-.015	
		.921	.171	.650	-.147	.800	.185	.750	.119	.750	.110	.750	.110	
		.961	.177	.700	-.048	.900	.276	.800	.196	.800	.211	.800	.211	
				.750	.063	.950	.288							
				.800	.145									
				.900	.239									
				.950	.259									

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(d) $M = 0.70$ - Concluded

$\alpha = 5.97^\circ$; $C_L = 0.698$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.308	.223	-.801	.000	-.537	.000	-.682	.000	-.775	.000	-.720
.747	-.375	.346	-.792	.003	-.684	.010	-1.583	.010	-1.392	.010	-1.100
.763	-.406	.448	-.672	.010	-1.623	.030	-1.985	.030	-1.909	.030	-1.866
.778	-.327	.487	-.529	.020	-1.995	.050	-1.986	.050	-2.058	.050	-1.939
		.527	-.427	.025	-1.496	.100	-1.883	.100	-1.870	.100	-1.841
		.566	-.345	.030	-1.400	.180	-1.794	.180	-1.695	.180	-.955
		.605	-.248	.050	-1.648	.300	-.858	.300	-.955	.300	-.533
		.669	-.223	.100	-1.377	.350	-.668	.350	-.780	.350	-.516
		.684	-.224	.120	-1.579	.400	-.512	.400	-.543	.400	-.502
		.724	-.217	.180	-1.482	.450	-.450	.450	-.457	.450	-.488
		.763	-.177	.250	-1.223	.500	-.443	.500	-.413	.500	-.479
		.803	-.153	.300	-1.087	.550	-.417	.550	-.401	.550	-.471
		.882	-.225	.350	-.899	.600	-.395	.600	-.379	.600	-.453
		.961	-.135	.400	-.733	.650	-.365	.650	-.360	.650	-.419
				.450	-.621	.700	-.313	.700	-.320	.700	-.394
				.500	-.549	.750	-.249	.990	.090	.750	-.388
				.550	-.422	.850	-.113			.850	-.183
				.600	-.369	.950	.035			.950	-.004
				.650	-.325					.990	.075
				.700	-.307						
				.800	-.187						
				.900	-.078						
				.950	-.022						
				.990	.028						

WING LOWER SURFACE		X/C		CP		X/C		CP		X/C		CP		X/C		CP	
.148	.119	.005	.991	.005	.982	.005	.985	.005	.913	.005	.913	.005	.913	.005	.913	.005	.913
.222	.058	.025	.534	.025	.538	.025	.557	.025	.499	.025	.499	.025	.499	.025	.499	.025	.499
.338	-.058	.050	.307	.050	.324	.050	.325	.050	.196	.050	.196	.050	.196	.050	.196	.050	.196
.448	-.141	.100	.090	.100	.158	.100	.155	.100	.096	.100	.096	.100	.096	.100	.096	.100	.096
.527	-.193	.120	.069	.180	.018	.180	.015	.180	.029	.180	.029	.180	.029	.180	.029	.180	.029
.605	-.206	.180	-.007	.400	-.161	.400	-.074	.300	-.091	.300	-.091	.300	-.091	.300	-.091	.300	-.091
.684	-.217	.250	-.075	.500	-.196	.500	-.150	.400	-.145	.400	-.145	.400	-.145	.400	-.145	.400	-.145
.724	-.161	.300	-.115	.600	-.196	.600	-.187	.500	-.166	.500	-.166	.500	-.166	.500	-.166	.500	-.166
.763	-.102	.400	-.192	.650	-.113	.650	-.174	.600	-.139	.600	-.139	.600	-.139	.600	-.139	.600	-.139
.803	-.003	.500	-.236	.700	-.011	.700	-.077	.650	-.074	.650	-.074	.650	-.074	.650	-.074	.650	-.074
.842	.099	.600	-.240	.750	.087	.750	.004	.700	-.012	.700	-.012	.700	-.012	.700	-.012	.700	-.012
.882	.178	.650	-.153	.800	.178	.800	.116	.750	.114	.750	.114	.750	.114	.750	.114	.750	.114
.961	.188	.700	-.048	.900	.276	.900	.197	.800	.215	.800	.215	.800	.215	.800	.215	.800	.215
		.750	.065	.950	.284												
		.800	.133														
		.900	.233														
		.950	.240														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(e) $M = 0.75$

$\alpha = -2.05^\circ$; $C_L = -0.194$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.305	.223	-.192	0.000	1.305	0.000	.992	0.000	.906
.747	-.370	.346	-.272	.003	.783	.010	.222	.010	.403
.763	-.416	.448	-.271	.010	.139	.030	-.098	.030	-.145
.778	-.335	.487	-.247	.020	-.104	.050	-.125	.050	-.226
		.527	-.213	.025	-.205	.100	-.219	.100	-.222
		.566	-.166	.030	-.236	.180	-.285	.180	-.220
		.605	-.104	.050	-.304	.300	-.336	.300	-.271
		.669	-.100	.100	-.288	.350	-.330	.350	-.267
		.684	-.135	.120	-.299	.400	-.349	.400	-.274
		.724	-.176	.180	-.262	.450	-.365	.450	-.289
		.763	-.138	.250	-.301	.500	-.368	.500	-.290
		.803	-.105	.300	-.301	.550	-.368	.550	-.296
		.882	-.272	.350	-.300	.600	-.372	.600	-.304
		.961	-.196	.400	-.312	.650	-.352	.650	-.284
				.450	-.316	.700	-.320	.700	-.286
				.500	-.332	.750	-.268	.750	-.302
				.550	-.341	.850	-.112	.850	-.119
				.600	-.359	.950	.075	.950	.049
				.650	-.334			.990	.127
				.700	-.319				
				.800	-.208				
				.900	-.040				
				.950	.062				
				.990	.142				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.291	.005	.324	.005	.232	.005	.090	.005	.019
.222	-.338	.025	-.840	.025	-.785	.025	-.754	.025	-.665
.338	-.438	.050	-1.140	.050	-1.071	.050	-.895	.050	-1.135
.448	-.495	.100	-.917	.100	-.909	.100	-.927	.100	-.640
.527	-.530	.120	-.901	.180	-.765	.180	-.738	.180	-.480
.605	-.468	.180	-.696	.400	-.570	.300	-.545	.300	-.454
.684	-.410	.250	-.687	.500	-.499	.400	-.519	.400	-.452
.724	-.304	.300	-.679	.600	-.367	.500	-.458	.500	-.407
.763	-.204	.400	-.603	.650	-.222	.600	-.325	.600	-.280
.803	-.082	.500	-.545	.700	-.084	.650	-.175	.650	-.179
.842	.016	.600	-.407	.750	.027	.700	-.055	.700	-.065
.921	.115	.650	-.254	.800	.110	.750	.060	.750	.061
.961	.139	.700	-.120	.900	.204	.800	.137	.800	.154
		.750	.001	.950	.232				
		.800	.073						
		.900	.182						
		.950	.211						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(e) $M = 0.75$ - Continued

$\alpha = -1.11^\circ$; $C_L = -0.083$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.313	.223	-.282	0.000	1.017	0.000	1.013	0.030	.983	0.000	.963
.747	-.382	.346	-.347	.003	.666	.010	.001	.010	.137	.010	.221
.763	-.425	.448	-.325	.010	-.399	.030	-.299	.030	-.255	.030	-.283
.778	-.343	.487	-.288	.020	-.406	.050	-.284	.050	-.341	.050	-.387
		.527	-.241	.025	-.446	.100	-.346	.130	-.326	.100	-.299
		.566	-.183	.030	-.438	.180	-.404	.180	-.373	.180	-.306
		.605	-.122	.050	-.433	.300	-.402	.300	-.392	.300	-.323
		.669	-.117	.100	-.429	.350	-.393	.350	-.397	.350	-.312
		.684	-.153	.120	-.428	.400	-.395	.400	-.395	.400	-.310
		.724	-.184	.180	-.345	.450	-.404	.450	-.383	.450	-.316
		.763	-.150	.250	-.358	.500	-.409	.500	-.378	.500	-.320
		.803	-.114	.300	-.361	.550	-.405	.550	-.381	.550	-.324
		.882	-.273	.350	-.352	.600	-.397	.600	-.377	.600	-.325
		.961	-.190	.400	-.352	.650	-.375	.650	-.362	.650	-.307
				.450	-.352	.700	-.332	.700	-.326	.700	-.302
				.500	-.372	.750	-.275	.990	.145	.750	-.309
				.550	-.384	.850	-.115			.850	-.120
				.600	-.388	.950	.073			.950	.049
				.650	-.352					.990	.126
				.700	-.337						
				.800	-.211						
				.900	-.338						
				.950	.063						
				.990	.141						

WING LOWER SURFACE											
X/C		CP	X/C		CP	X/C		CP	X/C		CP
.148	-.245		.305	.460		.005	.413		.005	.318	
.222	-.284		.025	-.669		.025	-.571		.025	-.540	
.338	-.395		.050	-.728		.050	-.768		.050	-.707	
.448	-.450		.100	-.748		.100	-.764		.100	-.744	
.527	-.496		.120	-.711		.180	-.637		.180	-.674	
.605	-.443		.180	-.633		.400	-.543		.300	-.511	
.684	-.409		.250	-.627		.500	-.479		.400	-.497	
.724	-.302		.300	-.583		.600	-.367		.500	-.440	
.763	-.200		.400	-.563		.650	-.217		.600	-.316	
.803	-.075		.500	-.527		.700	-.077		.650	-.174	
.842	.032		.600	-.389		.750	.035		.700	-.048	
.921	.123		.650	-.251		.800	.123		.750	.066	
.961	.143		.700	-.118		.900	.217		.800	.143	
			.750	.303		.950	.244				
			.800	.077							
			.900	.187							
			.950	.219							

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(e) M = 0.75 - Continued

$\alpha = -0.06^\circ$; $C_L = 0.040$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.342	.223	-.340	0.000	1.017	0.000	1.021	0.000	1.016
.747	-.389	.346	-.406	.003	.488	.010	-.248	.010	-.124
.763	-.434	.448	-.374	.010	-.371	.030	-.558	.030	-.495
.778	-.346	.487	-.318	.020	-.657	.050	-.479	.050	-.491
		.527	-.270	.025	-.837	.100	-.507	.100	-.487
		.566	-.210	.030	-.762	.180	-.505	.180	-.478
		.605	-.139	.050	-.557	.300	-.469	.300	-.474
		.669	-.139	.100	-.552	.350	-.442	.350	-.446
		.684	-.167	.120	-.553	.400	-.453	.400	-.436
		.724	-.210	.180	-.467	.450	-.453	.450	-.434
		.763	-.168	.250	-.435	.500	-.446	.500	-.410
		.803	-.135	.300	-.424	.550	-.436	.550	-.410
		.882	-.279	.350	-.404	.600	-.425	.600	-.397
		.961	-.182	.400	-.393	.650	-.392	.650	-.380
				.450	-.393	.700	-.345	.700	-.339
				.500	-.407	.750	-.288	.750	.142
				.550	-.409	.850	-.117	.850	-.125
				.600	-.413	.950	.074	.950	.052
				.650	-.372			.990	.125
				.700	-.345				
				.800	-.218				
				.900	-.037				
				.950	.063				
				.990	.139				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.185	.005	.640	.005	.544	.005	.535	.005	.369
.222	-.232	.025	-.412	.025	-.346	.025	-.279	.025	-.301
.338	-.338	.050	-.473	.050	-.482	.050	-.455	.050	-.618
.448	-.395	.100	-.607	.100	-.531	.100	-.517	.100	-.426
.527	-.444	.120	-.530	.180	-.512	.180	-.502	.180	-.342
.605	-.408	.180	-.524	.400	-.486	.300	-.454	.300	-.368
.684	-.380	.250	-.525	.500	-.453	.400	-.451	.400	-.375
.724	-.289	.300	-.521	.600	-.349	.500	-.418	.500	-.355
.763	-.184	.400	-.503	.650	-.213	.600	-.303	.600	-.254
.803	-.067	.500	-.484	.700	-.073	.650	-.160	.650	-.157
.842	.042	.600	-.385	.750	.041	.700	-.045	.700	-.052
.921	.131	.650	-.239	.800	.135	.750	.073	.750	.078
.961	.147	.700	-.111	.900	.228	.800	.153	.800	.178
		.750	.008	.950	.255				
		.800	.091						
		.900	.195						
		.950	.222						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(e) $M = 0.75$ - Continued

$\alpha = 0.97^\circ$; $C_L = 0.160$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.355	.223	-.432	0.000	.992	0.000	1.014	0.000	1.020	0.000	.990	0.000	1.020	0.000	.990				
.747	-.403	.346	-.481	.003	.302	.010	-.533	.010	-.366	.010	-.190	.010	-.366	.010	-.190				
.763	-.432	.448	-.434	.010	-.659	.030	-.842	.030	-.781	.030	-.787	.030	-.781	.030	-.787				
.778	-.338	.487	-.361	.020	-.986	.050	-.921	.050	-.922	.050	-.877	.050	-.922	.050	-.877				
		.527	-.302	.025	-1.094	.100	-.668	.100	-.679	.100	-.515	.100	-.679	.100	-.515				
		.566	-.234	.030	-1.095	.180	-.549	.180	-.575	.180	-.449	.180	-.575	.180	-.449				
		.605	-.159	.050	-1.084	.300	-.554	.300	-.535	.300	-.432	.300	-.535	.300	-.432				
		.669	-.157	.100	-.706	.350	-.506	.350	-.504	.350	-.399	.350	-.504	.350	-.399				
		.684	-.176	.120	-.692	.400	-.494	.400	-.478	.400	-.382	.400	-.478	.400	-.382				
		.724	-.208	.180	-.540	.450	-.491	.450	-.466	.450	-.385	.450	-.466	.450	-.385				
		.763	-.171	.250	-.525	.500	-.473	.500	-.453	.500	-.375	.500	-.453	.500	-.375				
		.803	-.134	.300	-.484	.550	-.463	.550	-.441	.550	-.378	.550	-.441	.550	-.378				
		.882	-.269	.350	-.461	.600	-.440	.600	-.426	.600	-.365	.600	-.426	.600	-.365				
		.961	-.183	.400	-.443	.650	-.411	.650	-.400	.650	-.350	.650	-.400	.650	-.350				
				.450	-.429	.700	-.355	.700	-.345	.700	-.340	.700	-.345	.700	-.340				
				.500	-.434	.750	-.291	.990	.136	.750	-.342	.750	-.291	.750	-.342				
				.550	-.427	.850	-.113			.850	-.127	.850	-.113	.850	-.127				
				.600	-.430	.950	.070			.950	.045	.950	.070	.950	.045				
				.650	-.396					.990	.120	.990	-.396	.990	.120				
				.700	-.361														
				.800	-.223														
				.900	-.036														
				.950	.062														
				.990	.132														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.117	.005	.764	.005	.726	.005	.654	.005	.535	.005	.535	.005	.535				
		.222	-.176	.025	-.172	.025	-.125	.025	-.069	.025	-.039	.025	-.039	.025	-.039				
		.338	-.283	.050	-.261	.050	-.352	.050	-.263	.050	-.416	.050	-.263	.050	-.416				
		.448	-.350	.100	-.422	.100	-.330	.100	-.334	.100	-.286	.100	-.334	.100	-.286				
		.527	-.391	.120	-.412	.180	-.405	.180	-.384	.180	-.281	.180	-.384	.180	-.281				
		.605	-.378	.190	-.476	.400	-.418	.300	-.378	.300	-.306	.300	-.378	.300	-.306				
		.684	-.357	.250	-.420	.500	-.414	.400	-.393	.400	-.327	.400	-.393	.400	-.327				
		.724	-.269	.300	-.426	.600	-.336	.500	-.367	.500	-.324	.500	-.367	.500	-.324				
		.763	-.176	.400	-.454	.650	-.196	.600	-.286	.600	-.237	.600	-.286	.600	-.237				
		.803	-.052	.500	-.458	.700	-.062	.650	-.155	.650	-.141	.650	-.155	.650	-.141				
		.842	.057	.600	-.370	.750	.054	.700	-.038	.700	-.041	.700	-.038	.700	-.041				
		.921	.140	.650	-.240	.800	.149	.750	.080	.750	.090	.750	.080	.750	.090				
		.961	.155	.700	-.102	.900	.246	.800	.167	.800	.190	.800	.167	.800	.190				
				.750	.021	.950	.264												
				.800	.105														
				.900	.214														
				.950	.235														

[REDACTED]

$$\alpha = 1.41^{\circ}; C_L = 0.214$$

[REDACTED]

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(e) $M = 0.75$ - Continued

$\alpha = 1.97^\circ$; $C_L = 0.276$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.362	.223	-.491	.000	.949	0.000	.964	0.000	.964
.747	-.405	.346	-.561	.003	.132	.010	-.783	.010	-.355
.763	-.439	.448	-.492	.010	-.669	.030	-1.167	.030	-1.052
.778	-.342	.487	-.387	.020	-1.174	.050	-1.151	.050	-1.095
		.527	-.326	.025	-1.350	.100	-.989	.100	-.558
		.566	-.255	.030	-1.406	.180	-.716	.180	-.498
		.605	-.171	.050	-1.376	.300	-.595	.300	-.464
		.669	-.161	.100	-1.162	.350	-.550	.350	-.440
		.684	-.191	.120	-.971	.400	-.543	.400	-.427
		.724	-.217	.180	-.563	.450	-.524	.450	-.416
		.763	-.176	.250	-.555	.500	-.500	.500	-.404
		.803	-.145	.300	-.529	.550	-.486	.550	-.410
		.882	-.266	.350	-.500	.600	-.458	.600	-.390
		.961	-.177	.400	-.475	.650	-.416	.650	-.362
				.450	-.461	.700	-.359	.700	-.346
				.500	-.462	.750	-.292	.750	-.344
				.550	-.455	.850	-.114	.850	-.133
				.600	-.448	.950	.062	.950	.038
				.650	-.407			.990	.111
				.700	-.368				
				.800	-.218				
				.900	-.033				
				.950	.065				
				.990	.131				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.074	.005	.847	.005	.823	.005	.787	.005	.677
.222	-.125	.025	.028	.025	.085	.025	.103	.025	.107
.338	-.234	.050	-.111	.050	-.167	.050	-.105	.050	-.280
.448	-.304	.100	-.316	.100	-.242	.100	-.222	.100	-.230
.527	-.352	.120	-.296	.180	-.297	.180	-.301	.180	-.206
.605	-.351	.180	-.330	.400	-.377	.300	-.324	.300	-.253
.684	-.344	.250	-.337	.500	-.378	.400	-.341	.400	-.300
.724	-.247	.300	-.360	.600	-.323	.500	-.344	.500	-.298
.763	-.160	.400	-.399	.650	-.185	.600	-.269	.600	-.225
.803	-.041	.500	-.419	.700	-.052	.650	-.138	.650	-.132
.842	.062	.600	-.342	.750	.064	.700	-.029	.700	-.034
.921	.154	.650	-.216	.800	.158	.750	.093	.750	.097
.961	.163	.700	-.093	.900	.256	.800	.175	.800	.198
		.750	.032	.950	.270				
		.800	.114						
		.900	.221						
		.950	.241						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(e) M = 0.75 - Continued

$\alpha = 2.46^\circ$; $C_L = 0.337$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.339	.223	-.533	0.000	.911	0.000	.954	0.000	.953
.747	-.405	.346	-.633	.003	.015	.010	-.879	.010	-.431
.763	-.441	.448	-.533	.010	-.934	.030	-1.297	.030	-1.178
.778	-.342	.487	-.421	.020	-1.250	.050	-1.246	.050	-1.227
		.527	-.344	.025	-1.416	.100	-1.121	.100	-1.109
		.566	-.264	.030	-1.514	.180	-1.065	.180	-.473
		.605	-.185	.050	-1.526	.300	-.540	.300	-.492
		.669	-.164	.100	-1.214	.350	-.515	.350	-.466
		.684	-.193	.120	-1.179	.400	-.531	.400	-.464
		.724	-.222	.180	-.708	.450	-.518	.450	-.438
		.763	-.181	.250	-.544	.500	-.508	.500	-.427
		.803	-.147	.300	-.526	.550	-.491	.550	-.420
		.882	-.267	.350	-.503	.600	-.462	.600	-.401
		.961	-.167	.400	-.484	.650	-.412	.650	-.368
				.450	-.467	.700	-.356	.700	-.352
				.500	-.470	.750	-.290	.750	-.349
				.550	-.462	.850	-.112	.850	-.140
				.600	-.452	.950	.068	.950	.036
				.650	-.409			.990	.107
				.700	-.370				
				.800	-.218				
				.900	-.034				
				.950	.062				
				.990	.128				

WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.036	.005	.899	.005	.855	.005	.845	.005	.726
.222	-.103	.025	.139	.025	.161	.025	.188	.025	.167
.338	-.204	.050	-.059	.050	-.051	.050	-.050	.050	.180
.448	-.281	.100	-.259	.100	-.184	.100	-.170	.100	-.183
.527	-.336	.120	-.250	.180	-.254	.180	-.263	.180	-.171
.605	-.325	.180	-.281	.400	-.350	.300	-.289	.300	-.244
.684	-.320	.250	-.308	.500	-.348	.400	-.323	.400	-.282
.724	-.233	.300	-.330	.600	-.301	.500	-.326	.500	-.276
.763	-.148	.400	-.367	.650	-.174	.600	-.259	.600	-.210
.803	-.037	.500	-.387	.700	-.044	.650	-.133	.650	-.126
.842	.069	.600	-.328	.750	.064	.700	-.026	.700	-.033
.921	.158	.650	-.209	.800	.162	.750	.093	.750	.098
.961	.169	.700	-.089	.900	.260	.800	.176	.800	.200
		.750	.039	.950	.276				
		.800	.124						
		.900	.229						
		.950	.253						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(e) $M = 0.75$ - Continued

$\alpha = 2.96^\circ$; $C_L = 0.400$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.344	.223	-.572	0.000	.887	0.000	.942	0.000	.981	0.000	.946	0.010	-.706	0.010	-.456				
.747	-.407	.346	-.703	.003	-.022	.010	-.919	.030	-1.370	.030	-1.288	.030	-1.418	.030	-1.287				
.763	-.432	.448	-.575	.010	-1.014	.050	-1.355	.100	-1.229	.100	-1.217	.180	-1.174	.180	-1.190				
.778	-.338	.487	-.431	.020	-1.360	.180	-1.212	.300	-.570	.300	-.503	.350	-.464	.350	-1.296				
		.527	-.355	.025	-1.492	.450	-.485	.400	-.479	.400	-.462	.450	-.464	.450	-1.190				
		.566	-.271	.030	-1.601	.500	-.486	.550	-.472	.550	-.457	.600	-.439	.600	-1.551				
		.605	-.188	.050	-1.642	.650	-.411	.700	-.356	.700	-.352	.750	-.286	.750	-1.484				
		.669	-.169	.100	-1.439	.850	-.115	.950	.070	.990	.129				-1.463				
		.684	-.197	.120	-1.215										-1.463				
		.724	-.230	.180	-1.116										-1.450				
		.763	-.182	.250	-.560										-1.442				
		.803	-.152	.300	-.516										-1.427				
		.882	-.264	.350	-.491										-1.422				
		.961	-.158	.400	-.471										-1.410				
				.450	-.457										-1.378				
				.500	-.460										-1.364				
				.550	-.459										-1.358				
				.600	-.449										-1.142				
				.650	-.402										.950				
				.700	-.365										.107				
				.800	-.215														
				.900	-.031														
				.950	.066														
				.990	.129														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.011	.005	.923	.005	.890	.005	.877	.005	.872	.025	.195	.025	.195				
		.222	-.075	.025	.173	.025	.210	.025	.227	.025	.227	.050	-.083	.050	-.083				
		.338	-.184	.050	-.004	.050	.027	.050	-.008	.050	-.008	.100	-.148	.100	-.148				
		.448	-.260	.100	-.184	.100	-.121	.100	-.115	.100	-.115	.180	-.154	.180	-.154				
		.527	-.317	.120	-.204	.180	-.212	.180	-.216	.180	-.216	.300	-.223	.300	-.223				
		.605	-.313	.180	-.233	.400	-.320	.300	-.253	.300	-.253	.400	-.263	.400	-.263				
		.684	-.315	.250	-.264	.500	-.329	.400	-.286	.400	-.286	.500	-.265	.500	-.265				
		.724	-.232	.300	-.296	.600	-.295	.500	-.302	.500	-.302	.600	-.210	.600	-.210				
		.763	-.140	.400	-.344	.650	-.167	.600	-.249	.600	-.249	.650	-.121	.650	-.121				
		.803	-.028	.500	-.363	.700	-.040	.650	-.125	.650	-.125	.700	-.031	.700	-.031				
		.842	.078	.600	-.323	.750	.074	.700	-.021	.700	-.021	.750	.104	.750	.104				
		.921	.161	.650	-.208	.800	.173	.750	.093	.750	.093	.800	.206	.800	.206				
		.961	.168	.700	-.079	.900	.271	.800	.182	.800	.182								
				.750	.044	.950	.282												
				.800	.131														
				.900	.232														
				.950	.252														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(e) $M = 0.75$ - Continued

$\alpha = 3.96^\circ$; $C_L = 0.523$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.373	.223	-.641	0.000	.799	0.000	.887	0.000	.942	0.000	.906								
.747	-.403	.346	-.816	.003	-.217	.010	-1.077	.010	-.863	.010	-.614								
.763	-.431	.448	-.665	.010	-1.163	.030	-1.470	.030	-1.421	.030	-1.373								
.778	-.330	.487	-.475	.020	-1.489	.050	-1.454	.050	-1.545	.050	-1.445								
		.527	-.385	.025	-1.624	.100	-1.402	.100	-1.356	.100	-1.359								
		.566	-.294	.030	-1.718	.180	-1.367	.180	-1.331	.180	-1.198								
		.605	-.211	.050	-1.800	.300	-1.344	.300	-1.305	.300	-.485								
		.669	-.194	.100	-1.702	.350	-.740	.350	-.674	.350	-.454								
		.684	-.209	.120	-1.638	.400	-.533	.400	-.526	.400	-.446								
		.724	-.227	.160	-1.208	.450	-.430	.450	-.413	.450	-.443								
		.763	-.183	.250	-1.141	.500	-.401	.500	-.381	.500	-.435								
		.803	-.164	.300	-.634	.550	-.378	.550	-.382	.550	-.436								
		.882	-.252	.350	-.484	.600	-.395	.600	-.391	.600	-.421								
		.961	-.145	.400	-.446	.650	-.375	.650	-.357	.650	-.388								
				.450	-.441	.700	-.329	.700	-.331	.700	-.369								
				.500	-.436	.750	-.266	.990	.129	.750	-.362								
				.550	-.434	.850	-.107			.850	-.152								
				.600	-.436	.950	.067			.950	.024								
				.650	-.392					.990	.101								
				.700	-.354														
				.800	-.213														
				.900	-.032														
				.950	.061														
				.990	.129														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.043	.005	.976	.005	.950	.005	.938	.005	.841	.005	.841	.005	.841				
		.222	-.028	.025	.348	.025	.349	.025	.352	.025	.323	.025	.323	.025	.323				
		.338	-.131	.050	.122	.050	.116	.050	.128	.050	-.011	.050	-.011	.050	-.011				
		.448	-.218	.100	-.080	.100	-.035	.100	-.015	.100	-.068	.100	-.068	.100	-.068				
		.527	-.270	.120	-.094	.180	-.123	.180	-.146	.180	-.091	.180	-.091	.180	-.091				
		.605	-.280	.180	-.156	.400	-.266	.300	-.201	.300	-.182	.300	-.182	.300	-.182				
		.684	-.287	.250	-.192	.500	-.294	.400	-.248	.400	-.232	.400	-.232	.400	-.232				
		.724	-.205	.300	-.239	.600	-.270	.500	-.276	.500	-.240	.500	-.240	.500	-.240				
		.763	-.126	.400	-.291	.650	-.148	.600	-.228	.600	-.192	.600	-.192	.600	-.192				
		.803	-.017	.500	-.331	.700	-.028	.650	-.111	.650	-.109	.650	-.109	.650	-.109				
		.842	.091	.600	-.294	.750	.085	.700	-.007	.700	-.026	.700	-.026	.700	-.026				
		.921	.177	.650	-.174	.800	.183	.750	.111	.750	.109	.750	.109	.750	.109				
		.961	.183	.700	-.058	.900	.279	.800	.193	.800	.214	.800	.214	.800	.214				
				.750	.063	.950	.295												
				.800	.142														
				.900	.250														
				.950	.264														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(e) $M = 0.75$ - Continued

$\alpha = 4.96^\circ$; $C_L = 0.634$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.372	.223	-.698	0.000	.732	0.000	.826	0.000	.850
.747	-.395	.346	-.895	.003	-.341	.010	-1.197	.010	-.743
.763	-.420	.448	-.735	.010	-1.265	.030	-1.588	.030	-1.493
.778	-.323	.487	-.512	.020	-1.580	.050	-1.587	.050	-1.570
		.527	-.415	.025	-1.724	.100	-1.526	.100	-1.488
		.566	-.321	.030	-1.805	.180	-1.469	.180	-1.445
		.605	-.227	.050	-1.895	.300	-1.473	.300	-1.282
		.669	-.200	.100	-1.839	.350	-1.280	.350	-.848
		.684	-.216	.120	-1.802	.400	-.810	.400	-.749
		.724	-.230	.180	-1.716	.450	-.683	.450	-.673
		.763	-.190	.250	-1.284	.500	-.497	.500	-.558
		.803	-.165	.300	-.980	.550	-.363	.550	-.412
		.882	-.246	.350	-.658	.600	-.330	.600	-.341
		.961	-.136	.400	-.493	.650	-.309	.650	-.299
				.450	-.415	.700	-.283	.700	-.272
				.500	-.408	.750	-.226	.990	.101
				.550	-.408	.850	-.090		
				.600	-.399	.950	.066		
				.650	-.362				
				.700	-.335				
				.800	-.202				
				.900	-.033				
				.950	.061				
				.990	.134				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.079	.005	.990	.005	.968	.005	.956	.005	.879
.222	.019	.025	.433	.025	.429	.025	.453	.025	.401
.338	-.097	.050	.216	.050	.216	.050	.202	.050	.074
.448	-.185	.100	-.000	.100	.062	.100	.059	.100	.002
.527	-.237	.120	-.022	.180	-.052	.180	-.075	.180	-.044
.605	-.248	.180	-.096	.400	-.227	.300	-.153	.300	-.153
.684	-.254	.250	-.144	.500	-.256	.400	-.211	.400	-.204
.724	-.191	.300	-.189	.600	-.244	.500	-.250	.500	-.216
.763	-.112	.400	-.257	.650	-.133	.600	-.217	.600	-.175
.803	-.004	.500	-.295	.700	-.018	.650	-.099	.650	-.096
.842	.104	.600	-.267	.750	.094	.700	-.003	.700	-.015
.921	.179	.650	-.163	.800	.193	.750	.115	.750	.118
.961	.186	.700	-.052	.900	.283	.800	.199	.800	.220
		.750	.075	.950	.295				
		.800	.153						
		.900	.252						
		.950	.273						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(e) $M = 0.75$ - Concluded

$\alpha = 5.95^\circ$, $C_T = 0.687$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.358	.223	-.768	0.000	.655	0.000	.854	0.000	.806
.747	-.422	.346	-.928	.003	-.473	.010	-1.093	.010	-.854
.763	-.425	.448	-.746	.010	-1.389	.030	-1.605	.030	-1.580
.778	-.334	.487	-.574	.020	-1.532	.050	-1.712	.050	-1.650
		.527	-.425	.025	-1.810	.100	-1.590	.100	-1.582
		.566	-.340	.030	-1.882	.180	-1.549	.180	-1.430
		.605	-.252	.050	-1.961	.300	-.917	.300	-.761
		.669	-.243	.100	-1.901	.350	-.834	.350	-.520
		.684	-.234	.120	-.722	.400	-.758	.400	-.475
		.724	-.248	.180	-1.343	.450	-.682	.450	-.466
		.763	-.210	.250	-1.131	.500	-.615	.500	-.472
		.803	-.212	.300	-1.059	.550	-.498	.550	-.458
		.882	-.253	.350	-.997	.600	-.425	.600	-.447
		.961	-.142	.400	-.927	.650	-.348	.650	-.424
				.450	-.814	.700	-.302	.700	-.407
				.500	-.490	.750	-.008	.750	-.398
				.550	-.426	.850		.850	-.185
				.600	-.391	.950		.950	-.005
				.650	-.477			.990	.071
				.700	-.289				
				.800	-.229				
				.900	-.151				
				.950	-.159				
				.990	.019				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.121	.005	.998	.005	.987	.005	.982	.005	.895
.222	.043	.025	.508	.025	.520	.025	.514	.025	.459
.338	-.073	.050	.280	.050	.296	.050	.267	.050	.159
.448	-.159	.100	.060	.100	.110	.100	.112	.100	.042
.527	-.219	.120	.041	.180	-.021	.180	-.021	.180	-.018
.605	-.253	.180	-.051	.400	-.206	.300	-.125	.300	-.138
.684	-.256	.250	-.109	.500	-.268	.400	-.197	.400	-.192
.724	-.205	.300	-.140	.600	-.258	.500	-.238	.500	-.226
.763	-.121	.400	-.222	.650	-.161	.600	-.224	.600	-.180
.803	-.021	.500	-.296	.700	-.041	.650	-.116	.650	-.104
.842	.102	.600	-.283	.750	.055	.700	-.022	.700	-.031
.921	.175	.650	-.169	.800	.161	.750	.088	.750	.107
.961	.180	.700	-.079	.900	.237	.800	.178	.800	.209
		.750	.041	.950	.237				
		.800	.121						
		.900	.232						
		.950	.243						

[REDACTED]

(f) $M = 0.775$

$$\alpha = -2.05^\circ; C_L = -0.209$$

[REDACTED]

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(f) M = 0.775 - Continued

$\alpha = -1.05^\circ$; $C_L = -0.086$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.345	.223	-.274	0.000	1.035	0.000	1.026	0.000	1.000
.747	-.400	.346	-.352	.003	.655	.010	-.024	.010	.129
.763	-.445	.448	-.332	.010	-.145	.030	-.313	.030	-.242
.778	-.340	.487	-.287	.020	-.372	.050	-.284	.050	-.331
		.527	-.240	.025	-.505	.100	-.382	.100	-.329
		.566	-.179	.030	-.499	.180	-.421	.180	-.382
		.605	-.111	.050	-.477	.300	-.428	.300	-.427
		.669	-.107	.100	-.440	.350	-.405	.350	-.422
		.684	-.153	.120	-.439	.400	-.427	.400	-.414
		.724	-.211	.180	-.354	.450	-.432	.450	-.406
		.763	-.161	.250	-.376	.500	-.429	.500	-.406
		.803	-.130	.300	-.366	.550	-.428	.550	-.408
		.882	-.283	.350	-.357	.600	-.421	.600	-.382
		.961	-.194	.400	-.366	.650	-.395	.650	-.380
				.450	-.363	.700	-.343	.700	-.334
				.500	-.379	.750	-.283	.750	-.325
				.550	-.390	.850	-.106	.850	-.116
				.600	-.411	.950	.079	.950	.056
				.650	-.370			.990	.132
				.700	-.351				
				.800	-.214				
				.900	-.033				
				.950	.071				
				.990	.147				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.234	.005	-.499	.005	-.422	.005	.334	.005	.218
.222	-.288	.025	-.587	.025	-.499	.025	-.486	.025	-.434
.338	-.395	.050	-.683	.050	-.766	.050	-.724	.050	-.885
.444	-.476	.100	-.778	.100	-.772	.100	-.756	.100	-.532
.527	-.548	.120	-.739	.180	-.613	.180	-.737	.180	-.459
.605	-.485	.180	-.659	.400	-.579	.300	-.520	.300	-.444
.684	-.415	.250	-.658	.500	-.506	.400	-.515	.400	-.446
.724	-.302	.300	-.653	.600	-.363	.500	-.451	.500	-.403
.763	-.197	.400	-.595	.650	-.208	.600	-.317	.600	-.273
.803	-.074	.500	-.562	.700	-.070	.650	-.167	.650	-.167
.842	.027	.600	-.401	.750	.040	.700	-.046	.700	-.051
.921	.121	.650	-.246	.800	.121	.750	.069	.750	.077
.961	.140	.700	-.109	.900	.211	.800	.146	.800	.167
		.750	.010	.950	.240				
		.800	.076						
		.900	.185						
		.950	.218						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(f) $M = 0.775$ - Continued

$\alpha = -0.03^\circ$; $C_{L_0} = 0.039$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.373	.223	-.342	0.000	1.031	0.000	1.032	0.000	1.021	0.000	.988								
.747	-.418	.346	-.434	.003	.489	.010	-.240	.010	-.094	.010	.075								
.763	-.445	.448	-.394	.010	-.337	.030	-.549	.030	-.471	.030	-.519								
.778	-.341	.487	-.323	.020	-.647	.050	-.505	.050	-.533	.050	-.606								
		.527	-.272	.025	-.836	.100	-.503	.100	-.482	.100	-.433								
		.566	-.204	.030	-.844	.180	-.554	.180	-.521	.180	-.396								
		.605	-.134	.050	-.723	.300	-.502	.300	-.509	.300	-.392								
		.669	-.124	.100	-.599	.350	-.464	.350	-.474	.350	-.365								
		.684	-.172	.120	-.613	.400	-.473	.400	-.467	.400	-.364								
		.724	-.236	.180	-.466	.450	-.479	.450	-.455	.450	-.366								
		.763	-.182	.250	-.456	.500	-.471	.500	-.440	.500	-.364								
		.803	-.143	.300	-.447	.550	-.456	.550	-.438	.550	-.363								
		.882	-.294	.350	-.418	.600	-.449	.600	-.410	.600	-.364								
		.961	-.188	.400	-.414	.650	-.413	.650	-.395	.650	-.341								
				.450	-.413	.700	-.352	.700	-.347	.700	-.327								
				.500	-.417	.750	-.288	.990	.149	.750	-.333								
				.550	-.431	.850	-.104			.850	-.118								
				.600	-.438	.950	.082			.950	.058								
				.650	-.400					.990	.129								
				.700	-.365														
				.800	-.219														
				.900	-.079														
				.950	.070														
				.990	.142														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.162	.005	.654	.005	.609	.005	.509	.005	.409										
.222	-.223	.025	-.357	.025	-.307	.025	-.262	.025	-.263										
.339	-.342	.050	-.477	.050	-.488	.050	-.482	.050	-.643										
.448	-.416	.100	-.611	.100	-.550	.100	-.540	.100	-.447										
.527	-.479	.120	-.553	.180	-.546	.180	-.563	.180	-.382										
.605	-.434	.180	-.513	.400	-.525	.300	-.471	.300	-.386										
.684	-.401	.250	-.523	.500	-.481	.400	-.472	.400	-.403										
.724	-.288	.300	-.550	.600	-.359	.500	-.434	.500	-.379										
.763	-.184	.400	-.542	.650	-.209	.600	-.308	.600	-.263										
.803	-.063	.500	-.537	.700	-.067	.650	-.166	.650	-.160										
.842	.043	.600	-.393	.750	.047	.700	-.042	.700	-.047										
.921	.136	.650	-.242	.800	.133	.750	.076	.750	.081										
.961	.156	.700	-.101	.900	.229	.800	.155	.800	.178										
		.750	.019	.950	.253														
		.800	.096																
		.900	.203																
		.950	.230																

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(f) M = 0.775 - Continued

$\alpha = 0.97^\circ$; $C_L = 0.161$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.371	.223	-.424	0.000	1.019	0.000	1.019	0.000	1.035	0.000	1.035	0.000	1.035	0.000	.990				
.747	-.415	.346	-.530	.003	.742	.010	-.463	.010	-.289	.010	-.289	.010	-.095	.010	-.095				
.763	-.459	.448	-.455	.010	-.586	.030	-.981	.030	-.856	.030	-.856	.030	-.902	.030	-.902				
.778	-.340	.487	-.363	.020	-.638	.050	-.786	.050	-.863	.050	-.863	.050	-.811	.050	-.811				
		.527	-.299	.025	-1.050	.100	-.668	.100	-.601	.100	-.601	.100	-.518	.100	-.518				
		.566	-.224	.030	-1.089	.180	-.705	.180	-.656	.180	-.656	.180	-.472	.180	-.472				
		.605	-.150	.050	-1.064	.300	-.592	.300	-.598	.300	-.598	.300	-.456	.300	-.456				
		.669	-.143	.100	-.783	.350	-.521	.350	-.523	.350	-.523	.350	-.423	.350	-.423				
		.684	-.184	.120	-.678	.400	-.520	.400	-.502	.400	-.502	.400	-.408	.400	-.408				
		.724	-.251	.180	-.574	.450	-.509	.450	-.484	.450	-.484	.450	-.399	.450	-.399				
		.763	-.190	.250	-.536	.500	-.502	.500	-.468	.500	-.468	.500	-.395	.500	-.395				
		.803	-.149	.300	-.509	.550	-.494	.550	-.461	.550	-.461	.550	-.404	.550	-.404				
		.882	-.288	.350	-.468	.600	-.468	.600	-.428	.600	-.428	.600	-.389	.600	-.389				
		.961	-.179	.400	-.445	.650	-.428	.650	-.404	.650	-.404	.650	-.365	.650	-.365				
				.450	-.435	.700	-.355	.700	-.350	.700	-.350	.700	-.346	.700	-.346				
				.500	-.447	.750	-.288	.750	-.288	.990	.143	.750	-.343	.750	-.343				
				.550	-.461	.850	-.105	.850	-.105			.850	-.124	.850	-.124				
				.600	-.470	.950	.080	.950	.080			.950	.052	.950	.052				
				.650	.417							.990	.126	.990	.126				
				.700	-.005														
				.800	-.000														
				.900	-.030														
				.950	.071														
				.990	.137														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.097	.005	.749	.005	.712	.005	.670	.005	.670	.005	.558	.005	.558				
		.222	-.165	.025	-.159	.025	-.124	.025	-.079	.025	-.079	.025	-.096	.025	-.096				
		.338	-.292	.050	-.271	.050	-.256	.050	-.253	.050	-.253	.050	-.374	.050	-.374				
		.448	-.366	.100	-.455	.100	-.383	.100	-.367	.100	-.367	.100	-.342	.100	-.342				
		.527	-.434	.120	-.432	.180	-.423	.180	-.435	.180	-.435	.180	-.296	.180	-.296				
		.605	-.405	.190	-.430	.400	-.473	.300	-.416	.300	-.416	.300	-.340	.300	-.340				
		.684	-.383	.250	-.450	.500	-.441	.400	-.426	.400	-.426	.400	-.366	.400	-.366				
		.724	-.275	.300	-.462	.600	-.348	.500	-.403	.500	-.403	.500	-.342	.500	-.342				
		.763	-.177	.400	-.487	.650	-.196	.600	-.297	.600	-.297	.600	-.249	.600	-.249				
		.903	-.053	.500	-.496	.700	-.059	.650	-.157	.650	-.157	.650	-.148	.650	-.148				
		.842	.053	.600	-.384	.750	.057	.700	-.037	.700	-.037	.700	-.039	.700	-.039				
		.921	.145	.650	-.236	.800	.148	.750	.087	.750	.087	.750	.094	.750	.094				
		.961	.158	.700	-.103	.900	.243	.800	.164	.800	.164	.800	.189	.800	.189				
				.750	.027	.950	.264												
				.800	.104														
				.900	.218														
				.950	.236														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(f) M = 0.775 - Continued

$\alpha = 1.48^\circ$; $C_L = 0.222$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.388	.223	-.468	0.000	.996	0.000	1.015	0.000	1.023	0.000	-.986
.747	-.426	.346	-.589	.003	.265	.010	-.623	.010	-.401	.010	-.218
.763	-.455	.448	-.500	.010	-.717	.030	-1.007	.030	-1.007	.030	-.945
.778	-.339	.487	-.391	.020	-.991	.050	-.938	.050	-.980	.050	-.961
		.527	-.315	.025	-1.150	.100	-.844	.100	-.826	.100	-.844
		.566	-.238	.030	-1.209	.180	-.872	.180	-.765	.180	-.488
		.605	-.158	.050	-1.148	.300	-.609	.300	-.588	.300	-.480
		.669	-.147	.100	-.973	.350	-.546	.350	-.537	.350	-.452
		.684	-.192	.120	-.368	.400	-.541	.400	-.508	.400	-.434
		.724	-.248	.180	-.640	.450	-.528	.450	-.491	.450	-.425
		.763	-.198	.250	-.534	.500	-.511	.500	-.476	.500	-.410
		.803	-.157	.300	-.519	.550	-.498	.550	-.465	.550	-.411
		.882	.291	.350	-.492	.600	-.471	.600	-.432	.600	-.402
		.961	-.174	.400	-.471	.650	-.424	.650	-.409	.650	-.370
				.450	-.459	.700	-.357	.700	-.353	.700	-.353
				.500	-.458	.750	-.287	.990	.142	.750	-.349
				.550	-.473	.850	-.100			.850	-.126
				.600	-.478	.950	.083			.950	.053
				.650	-.421					.990	.121
				.700	-.377						
				.800	-.218						
				.900	-.029						
				.950	.071						
				.990	.134						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.091	.005	.811	.005	.762	.005	.754	.005	.616
		.222	-.153	.025	-.067	.025	.018	.025	.024	.025	.021
		.338	-.252	.050	-.165	.050	-.242	.050	-.173	.050	-.336
		.448	-.331	.100	-.383	.100	-.321	.100	-.302	.100	-.292
		.527	-.403	.120	-.364	.180	-.361	.180	-.376	.180	-.262
		.605	-.393	.180	-.386	.400	-.443	.300	-.382	.300	-.306
		.684	-.371	.250	-.404	.500	-.431	.400	-.405	.400	-.347
		.724	-.263	.300	-.425	.600	-.345	.500	-.390	.500	-.335
		.763	-.162	.400	-.453	.650	-.195	.600	-.290	.600	-.245
		.803	-.046	.500	-.463	.700	-.055	.650	-.150	.650	-.146
		.842	.057	.600	-.360	.750	.059	.700	-.030	.700	-.040
		.921	.152	.650	-.224	.800	.151	.750	.089	.750	.094
		.961	.168	.700	-.099	.900	.251	.800	.167	.800	.192
				.750	.032	.950	.271				
				.800	.110						
				.900	.215						
				.950	.246						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(f) $M = 0.775$ - Continued

$\alpha = 1.96^\circ$; $C_L = 0.283$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.407	.223	-.499	0.000	.958	0.000	.996	0.000	1.017	0.000	.978
.747	-.419	.346	-.655	.003	.175	.010	-.715	.010	-.474	.010	-.268
.763	-.461	.448	-.537	.010	-.791	.030	-1.112	.030	-1.069	.030	-1.030
.778	-.339	.487	-.401	.020	-1.388	.050	-1.355	.050	-1.138	.050	-1.055
		.527	-.325	.025	-1.241	.100	-.969	.100	-.906	.100	-1.018
		.566	-.247	.030	-1.334	.180	-.953	.180	-.896	.180	-.445
		.605	-.166	.050	-1.294	.300	-.703	.300	-.623	.300	-.486
		.669	-.161	.100	-1.290	.350	-.490	.350	-.477	.350	-.456
		.684	-.197	.120	-1.084	.400	-.518	.400	-.448	.400	-.436
		.724	-.252	.180	-.910	.450	-.516	.450	-.488	.450	-.432
		.763	-.204	.250	-.548	.500	-.504	.500	-.464	.500	-.420
		.803	-.172	.300	-.504	.550	-.492	.550	-.470	.550	-.421
		.882	-.282	.350	-.488	.600	-.471	.600	-.437	.600	-.408
		.961	-.173	.400	-.468	.650	-.426	.650	-.411	.650	-.384
				.450	-.457	.700	-.357	.700	-.353	.700	-.361
				.500	-.464	.750	-.293	.990	.137	.750	-.360
				.550	-.473	.850	-.102			.850	-.131
				.600	-.472	.950	.077			.950	.048
				.650	-.421					.990	.120
				.700	-.382						
				.800	-.221						
				.900	-.030						
				.950	.067						
				.990	.135						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.048	.005	.860	.005	.818	.005	.796	.005	.668
		.222	-.129	.025	.027	.025	.089	.025	.093	.025	.069
		.338	-.237	.050	-.112	.050	-.128	.050	-.125	.050	-.255
		.448	-.322	.100	-.322	.100	-.253	.100	-.241	.100	-.249
		.527	-.377	.120	-.313	.180	-.307	.180	-.338	.180	-.219
		.605	-.372	.180	-.333	.400	-.404	.300	-.350	.300	-.288
		.684	-.354	.250	-.368	.500	-.405	.400	-.381	.400	-.321
		.724	-.258	.300	-.403	.600	-.326	.500	-.375	.500	-.318
		.763	-.169	.400	-.419	.650	-.187	.600	-.279	.600	-.230
		.803	-.043	.500	-.449	.700	-.054	.650	-.145	.650	-.134
		.842	.064	.600	-.356	.750	.064	.700	-.026	.700	-.035
		.921	.154	.650	-.223	.800	.157	.750	.091	.750	.100
		.961	.162	.700	-.091	.900	.255	.800	.175	.800	.196
				.750	.037	.950	.274				
				.800	.114						
				.900	.225						
				.950	.244						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(f) $M = 0.775$ - Continued

$\alpha = 2.50^\circ$; $C_L = 0.352$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.457	.223	-.530	0.000	.940	0.000	.973	0.000	1.008	0.000	.957	0.000	.957	0.000	.957				
.747	-.426	.346	-.694	.003	.112	.010	-.773	.010	-.549	.010	-.352	.010	-.352	.010	-.352				
.763	-.451	.448	-.577	.010	-.852	.030	-1.173	.030	-1.116	.030	-1.082	.030	-1.082	.030	-1.082				
.778	-.335	.487	-.425	.020	-1.179	.050	-1.152	.050	-1.254	.050	-1.167	.050	-1.167	.050	-1.167				
		.527	-.339	.025	-1.325	.100	-1.043	.100	-1.033	.100	-1.085	.100	-1.085	.100	-1.085				
		.566	-.258	.030	-1.413	.180	-1.069	.180	-1.021	.180	-.971	.180	-.971	.180	-.971				
		.605	-.176	.050	-1.421	.300	-1.070	.300	-1.021	.300	-.489	.300	-.489	.300	-.489				
		.669	-.163	.100	-1.287	.350	-.670	.350	-.796	.350	-.455	.350	-.455	.350	-.455				
		.684	-.203	.120	-1.098	.400	-.443	.400	-.415	.400	-.439	.400	-.439	.400	-.439				
		.724	-.256	.180	-1.007	.450	-.448	.450	-.415	.450	-.436	.450	-.436	.450	-.436				
		.763	-.212	.250	-.982	.500	-.446	.500	-.408	.500	-.428	.500	-.428	.500	-.428				
		.803	-.158	.300	-.544	.550	-.472	.550	-.436	.550	-.428	.550	-.428	.550	-.428				
		.882	-.279	.350	-.465	.600	-.448	.600	-.411	.600	-.416	.600	-.416	.600	-.416				
		.961	-.170	.400	-.451	.650	-.408	.650	-.396	.650	-.388	.650	-.388	.650	-.388				
				.450	-.441	.700	-.352	.700	-.347	.700	-.366	.700	-.366	.700	-.366				
				.500	-.451	.750	-.283	.750	.138	.750	-.358	.750	-.358	.750	-.358				
				.550	-.456	.850	-.103	.850		.850	-.133	.850	-.133	.850	-.133				
				.600	-.463	.950	.074	.950		.950	.042	.950	.042	.950	.042				
				.650	-.416					.990	.115	.990	.115	.990	.115				
				.700	-.379														
				.800	-.219														
				.900	-.029														
				.950	.068														
				.990	.134														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.025	.005	.894	.005	.844	.005	.844	.005	.834	.005	.726	.005	.726	.005	.726				
.222	-.106	.025	.101	.025	.152	.025	.152	.025	.163	.025	.150	.025	.150	.025	.150				
.338	-.220	.050	-.057	.050	-.068	.050	-.068	.050	-.086	.050	-.209	.050	-.209	.050	-.209				
.448	-.287	.100	-.248	.100	-.188	.100	-.188	.100	-.185	.100	-.191	.100	-.191	.100	-.191				
.527	-.353	.120	-.254	.180	-.282	.180	-.282	.180	-.284	.180	-.198	.180	-.198	.180	-.198				
.605	-.349	.180	-.294	.400	-.379	.400	-.379	.300	-.307	.300	-.254	.300	-.254	.300	-.254				
.684	-.339	.250	-.333	.500	-.379	.500	-.379	.400	-.356	.400	-.305	.400	-.305	.400	-.305				
.724	-.245	.300	-.352	.600	-.319	.600	-.319	.500	-.351	.500	-.299	.500	-.299	.500	-.299				
.763	-.156	.400	-.398	.650	-.180	.650	-.180	.600	-.272	.600	-.220	.600	-.220	.600	-.220				
.803	-.034	.500	-.425	.700	-.045	.700	-.045	.650	-.138	.650	-.130	.650	-.130	.650	-.130				
.842	.070	.600	-.351	.750	.071	.750	.071	.700	-.025	.700	-.030	.700	-.030	.700	-.030				
.921	.165	.650	-.213	.800	.164	.800	.164	.750	.098	.750	.102	.750	.102	.750	.102				
.961	.173	.700	-.379	.900	.265	.900	.265	.800	.183	.800	.202	.800	.202	.800	.202				
		.750	.046	.950	.283	.950	.283												
		.800	.126																
		.900	.240																
		.950	.255																

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(f) $M = 0.775$ - Continued

$\alpha = 2.95^\circ$; $C_L = 0.409$

		STATION .148		STATION .462		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.385	.223	-.555	0.000	.927	0.000	.953	0.000	1.004	0.000	.955
.747	-.427	.346	-.726	.003	.051	.010	-.826	.010	-.600	.010	-.365
.763	-.453	.448	-.622	.010	-.892	.030	-1.190	.030	-1.206	.030	-1.138
.778	-.335	.487	-.450	.020	-1.211	.050	-1.200	.050	-1.276	.050	-1.212
		.527	-.356	.025	-1.383	.100	-1.144	.100	-1.127	.100	-1.160
		.566	-.267	.030	-1.461	.180	-1.134	.180	-1.105	.180	-1.033
		.605	-.185	.050	-1.513	.300	-1.170	.300	-1.107	.300	-.496
		.669	-.171	.100	-1.403	.350	-1.048	.350	-1.123	.350	-.459
		.684	-.207	.120	-1.346	.400	-.529	.400	-.520	.400	-.432
		.724	-.259	.180	-1.049	.450	-.428	.450	-.408	.450	-.431
		.763	-.206	.250	-1.031	.500	-.411	.500	-.364	.500	-.424
		.803	-.162	.300	-.798	.550	-.418	.550	-.391	.550	-.426
		.882	-.271	.350	-.489	.600	-.411	.600	-.380	.600	-.414
		.961	-.153	.400	-.441	.650	-.384	.650	-.367	.650	-.387
				.450	-.440	.700	-.332	.700	-.337	.700	-.369
				.500	-.447	.750	-.270	.750	-.139	.750	-.356
				.550	-.447	.850	-.100			.850	-.136
				.600	-.454	.950	.280			.950	.043
				.650	-.405					.990	.113
				.700	-.370						
				.800	-.217						
				.900	-.029						
				.950	.069						
				.990	.136						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.014	.005	.917	.005	.883	.005	.859	.005	.758
		.222	-.080	.025	.162	.025	.206	.025	.216	.025	.164
		.338	-.182	.050	-.023	.050	-.051	.050	.009	.050	-.153
		.448	-.271	.100	-.224	.100	-.140	.100	-.137	.100	-.156
		.527	-.329	.120	-.204	.180	-.217	.180	-.234	.180	-.157
		.605	-.333	.180	-.254	.400	-.343	.300	-.277	.300	-.238
		.684	-.328	.250	-.299	.500	-.359	.400	-.329	.400	-.283
		.724	-.242	.300	-.319	.600	-.306	.500	-.330	.500	-.286
		.763	-.151	.400	-.372	.650	-.173	.600	-.261	.600	-.214
		.803	-.032	.500	-.403	.700	-.039	.650	-.128	.650	-.127
		.842	.080	.600	-.332	.750	.078	.700	-.015	.700	-.030
		.921	.165	.650	-.209	.800	.175	.750	.103	.750	.105
		.961	.173	.700	-.075	.900	.272	.800	.190	.800	.205
				.750	.053	.950	.289				
				.800	.127						
				.900	.238						
				.950	.259						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(f) $M = 0.775$ - Continued

$\alpha = 3.98^\circ$; $C_L = 0.541$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE						WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.411	.223	-.611	0.000	-.952	0.000	-.916	0.000	-.967	0.000	-.916
.747	-.421	.346	-.824	.003	-.090	.010	-.944	.010	-.738	.010	-.504
.767	-.434	.448	-.756	.010	-1.046	.030	-1.353	.030	-1.308	.030	-1.249
.778	-.325	.487	-.527	.020	-1.340	.050	-1.331	.050	-1.407	.050	-1.336
		.527	-.405	.025	-1.488	.100	-1.270	.100	-1.253	.100	-1.270
		.566	-.306	.030	-1.596	.180	-1.285	.180	-1.236	.180	-1.175
		.605	-.217	.050	-1.654	.300	-1.297	.300	-1.263	.300	-1.011
		.669	-.199	.100	-1.577	.350	-1.294	.350	-1.265	.350	-.690
		.684	-.223	.120	-1.540	.400	-1.277	.400	-.949	.400	-.463
		.724	-.277	.180	-1.331	.450	-.715	.450	-.627	.450	-.424
		.763	-.214	.250	-1.111	.500	-.583	.500	-.525	.500	-.414
		.803	-.185	.300	-1.126	.550	-.467	.550	-.449	.550	-.413
		.882	-.268	.350	-.966	.600	-.332	.600	-.338	.600	-.411
		.961	-.143	.400	-.524	.650	-.292	.650	-.299	.650	-.387
				.450	-.446	.700	-.258	.700	-.255	.700	-.371
				.500	-.411	.750	-.210	.750	-.129	.750	-.370
				.550	-.416	.850	-.081			.850	-.146
				.600	-.416	.950	.080			.950	.032
				.650	-.383					.990	.107
				.700	-.348						
				.800	-.200						
				.900	-.026						
				.950	.066						
				.990	.136						
						WING LOWER SURFACE					
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.043	.005	.963	.005	.932	.005	.922	.005	.830	.005	.830
.222	-.032	.025	.291	.025	.309	.025	.323	.025	.286	.025	.286
.338	-.141	.050	.111	.050	.123	.050	.110	.050	-.047	.050	-.047
.448	-.227	.100	-.109	.100	-.050	.100	-.040	.100	-.091	.100	-.091
.527	-.287	.120	-.111	.180	-.153	.180	-.164	.180	-.122	.180	-.122
.605	-.301	.180	-.166	.400	-.297	.300	-.225	.300	-.204	.300	-.204
.684	-.302	.250	-.219	.500	-.322	.400	-.276	.400	-.258	.400	-.258
.724	-.217	.300	-.258	.600	-.282	.500	-.330	.500	-.267	.500	-.267
.763	-.127	.400	-.313	.650	-.153	.600	-.241	.600	-.200	.600	-.200
.803	-.009	.500	-.351	.700	-.024	.650	-.113	.650	-.113	.650	-.113
.842	.092	.600	-.302	.750	.092	.700	-.005	.700	-.023	.700	-.023
.921	.174	.650	-.179	.800	.184	.750	.116	.750	.112	.750	.112
.961	.183	.700	-.065	.900	.281	.800	.193	.800	.210	.800	.210
		.750	.060	.950	.301						
		.800	.147								
		.900	.251								
		.950	.266								

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(f) $M = 0.775$ - Continued

$\alpha = 4.97^\circ$; $C_L = 0.611$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.401	.223	-.696	0.000	.774	0.000	.932	0.000	.877
.747	-.404	.346	-.849	.003	-.227	.010	-.844	.010	-.817
.763	-.433	.448	-.888	.010	-1.140	.030	-1.389	.030	-1.336
.778	-.328	.487	-.563	.020	-1.434	.050	-1.487	.050	-1.431
		.527	-.430	.025	-1.572	.100	-1.357	.100	-1.391
		.566	-.324	.030	-1.649	.180	-1.367	.180	-1.276
		.605	-.233	.050	-1.732	.300	-1.267	.300	-1.025
		.669	-.211	.100	-1.700	.350	-.761	.350	-.651
		.684	-.223	.120	-1.573	.400	-.689	.400	-.659
		.724	-.255	.180	-1.624	.450	-.638	.450	-.611
		.763	-.207	.250	-1.269	.500	-.587	.500	-.611
		.803	-.180	.300	-1.183	.550	-.537	.550	-.625
		.882	-.255	.350	-1.043	.600	-.458	.600	-.634
		.961	-.146	.400	-.641	.650	-.392	.650	-.610
				.450	-.495	.700	-.338	.700	-.602
				.500	-.403	.750	-.260	.990	-.392
				.550	-.373	.850	-.210		-.174
				.600	-.373	.950	-.088		.009
				.650	-.349				.078
				.700	-.322				
				.800	-.210				
				.900	-.034				
				.950	.060				
				.990	.123				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.089	.005	.990	.005	.973	.005	.953	.005	.868
.222	.014	.025	.408	.025	.418	.025	.419	.025	.368
.338	-.098	.050	.195	.050	.191	.050	.198	.050	.043
.448	-.153	.100	-.033	.100	.033	.100	.032	.100	-.024
.527	-.262	.120	-.052	.180	-.075	.180	-.113	.180	-.071
.605	-.280	.180	-.121	.400	-.266	.300	-.172	.300	-.176
.684	-.287	.250	-.179	.500	-.310	.400	-.260	.400	-.245
.724	-.209	.300	-.213	.600	-.288	.500	-.296	.500	-.257
.763	-.122	.400	-.276	.650	-.174	.600	-.267	.600	-.204
.803	-.013	.500	-.331	.700	-.047	.650	-.139	.650	-.120
.842	.093	.600	-.306	.750	.065	.700	-.039	.700	-.033
.921	.178	.650	-.190	.800	.153	.750	.075	.750	.106
.961	.178	.700	-.074	.900	.249	.800	.162	.800	.204
		.750	.055	.950	.232				
		.800	.139						
		.900	.250						
		.950	.262						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Contd

(t) M = 0.775 - Concluded

$\alpha = 5.92^\circ$; $C_L = 0.658$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.390	.223	-.761	0.000	.727	0.000	.910	0.000	.847
.747	-.415	.346	-.871	.003	-.327	.010	-.901	.010	-.702
.763	-.455	.448	-.884	.010	-1.227	.030	-1.461	.030	-1.404
.778	-.334	.487	-.518	.020	-1.504	.050	-1.554	.050	-1.491
		.527	-.419	.025	-1.604	.100	-1.442	.100	-1.449
		.566	-.323	.030	-1.724	.180	-1.383	.180	-1.362
		.605	-.240	.050	-1.813	.300	-.817	.300	-.848
		.669	-.227	.100	-1.780	.350	-.749	.350	-.602
		.684	-.237	.120	-1.728	.400	-.708	.400	-.665
		.724	-.256	.180	-1.488	.450	-.655	.450	-.642
		.763	-.216	.250	-.989	.500	-.615	.500	-.641
		.803	-.199	.300	-1.023	.550	-.543	.550	-.645
		.882	-.276	.350	-.925	.600	-.480	.600	-.436
		.961	-.174	.400	-.891	.650	-.429	.650	-.412
				.450	-.727	.700	-.346	.700	-.398
				.500	-.621	.750	-.336	.750	-.400
				.550	-.575	.850	-.217	.850	-.182
				.600	-.517	.950	-.132	.950	-.019
				.650	-.354			.990	.047
				.700	-.301				
				.800	-.233				
				.900	-.199				
				.950	-.021				
				.990	.010				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.138	.005	1.014	.005	.992	.005	.984	.005	.890
.222	.060	.025	.492	.025	.479	.025	.475	.025	.428
.338	-.072	.050	.281	.050	.272	.050	.258	.050	.101
.448	-.169	.100	.037	.100	.108	.100	.084	.100	.022
.527	-.235	.120	.025	.180	-.035	.180	-.053	.180	-.039
.605	-.258	.180	-.068	.400	-.247	.300	-.169	.300	-.166
.684	-.284	.250	-.115	.500	-.299	.400	-.234	.400	-.236
.724	-.204	.300	-.176	.600	-.310	.500	-.294	.500	-.254
.763	-.126	.400	-.249	.650	-.194	.600	-.277	.600	-.209
.803	-.028	.500	-.323	.700	-.073	.650	-.157	.650	-.134
.842	.091	.600	-.326	.750	.030	.700	-.055	.700	-.050
.921	.178	.650	-.197	.800	.131	.750	.062	.750	.090
.961	.186	.700	-.081	.900	.207	.800	.143	.800	.193
		.750	.041	.950	.206				
		.800	.125						
		.900	.215						
		.950	.203						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(g) $M = 0.80$

$\alpha = -2.03^\circ$; $C_L = -0.228$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.264	.223	-.199	0.000	1.030	0.000	1.008	0.000	.980	0.000	.932								
.747	-.408	.346	-.294	.003	.759	.010	.155	.010	.268	.010	.336								
.763	-.454	.448	-.217	.010	.117	.030	-.102	.030	-.094	.030	-.202								
.778	-.330	.487	-.256	.020	-.102	.050	-.143	.050	-.161	.050	-.256								
		.527	-.207	.025	-.259	.100	-.235	.100	-.215	.100	-.264								
		.566	-.145	.030	-.249	.180	-.332	.180	-.314	.180	-.282								
		.605	-.083	.050	-.297	.300	-.366	.300	-.385	.300	-.314								
		.669	-.087	.100	-.297	.350	-.370	.350	-.376	.350	-.316								
		.684	-.136	.120	-.325	.400	-.393	.400	-.399	.400	-.316								
		.724	-.220	.180	-.279	.450	-.407	.450	-.396	.450	-.321								
		.763	-.171	.250	-.307	.500	-.415	.500	-.393	.500	-.323								
		.803	-.128	.300	-.321	.550	-.424	.550	-.406	.550	-.332								
		.882	-.298	.350	-.321	.600	-.419	.600	-.401	.600	-.337								
		.961	-.193	.400	-.322	.650	-.396	.650	-.382	.650	-.337								
				.450	-.339	.700	-.339	.700	-.338	.700	-.309								
				.500	-.362	.750	-.277	.750	.160	.750	-.324								
				.550	-.388	.850	-.095	.850		.850	-.109								
				.600	-.419	.950	.093	.950		.950	.066								
				.650	-.397					.990	.141								
				.700	-.367														
				.800	-.214														
				.900	-.023														
				.950	.079														
				.990	.154														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.268	.005	.414	.005	.336	.005	.249	.005	.134								
		.222	-.312	.025	-.661	.025	-.581	.025	-.562	.025	-.483								
		.338	-.453	.050	-.987	.050	-.927	.050	-.781	.050	-.977								
		.448	-.534	.100	-.889	.100	-.846	.100	-.844	.100	-.931								
		.527	-.656	.120	-.832	.180	-.871	.190	-.942	.180	-.788								
		.605	-.749	.180	-.842	.400	-.940	.300	-.947	.300	-.666								
		.684	-.398	.250	-.826	.500	-.537	.400	-.963	.400	-.471								
		.724	-.287	.300	-.814	.600	-.262	.500	-.363	.500	-.424								
		.763	-.182	.400	-.828	.650	-.161	.600	-.246	.600	-.277								
		.803	-.078	.500	-.907	.700	-.054	.650	-.134	.650	-.168								
		.842	.009	.600	-.303	.750	.013	.700	-.028	.700	-.046								
		.921	.105	.650	-.194	.800	.083	.750	.064	.750	.068								
		.961	.136	.700	-.091	.900	.184	.800	.137	.800	.157								
				.750	-.024	.950	.226												
				.800	.026														
				.900	.150														
				.950	.196														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(g) $M = 0.80$ - Continued

$\alpha = -1.08^\circ$; $C_L = -0.105$

STATION .143				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.393	.223	-.273	0.000	1.047	0.000	1.032	0.000	1.010	0.000	1.010	0.000	1.010	0.000	.960				
.747	-.419	.346	-.370	.003	.562	.010	-.030	.010	.141	.010	.141	.010	.239	.010	.239				
.763	-.459	.448	-.343	.010	-.103	.030	-.270	.030	-.280	.030	-.280	.030	-.356	.030	-.356				
.778	-.330	.487	-.286	.020	-.361	.050	-.267	.050	-.364	.050	-.364	.050	-.419	.050	-.419				
		.527	-.231	.025	-.454	.100	-.367	.100	-.338	.100	-.338	.100	-.361	.100	-.361				
		.566	-.164	.030	-.512	.180	-.454	.180	-.404	.180	-.404	.180	-.348	.180	-.348				
		.605	-.096	.050	-.485	.300	-.431	.300	-.472	.300	-.472	.300	-.355	.300	-.355				
		.669	-.103	.100	-.462	.350	-.426	.350	-.460	.350	-.460	.350	-.356	.350	-.356				
		.684	-.154	.120	-.462	.400	-.438	.400	-.451	.400	-.451	.400	-.343	.400	-.343				
		.724	-.246	.180	-.373	.450	-.455	.450	-.440	.450	-.440	.450	-.354	.450	-.354				
		.763	-.193	.250	-.386	.500	-.452	.500	-.433	.500	-.433	.500	-.348	.500	-.348				
		.803	-.144	.300	-.375	.550	-.475	.550	-.441	.550	-.441	.550	-.367	.550	-.367				
		.882	-.303	.350	-.373	.600	-.461	.600	-.429	.600	-.429	.600	-.357	.600	-.357				
		.961	-.187	.400	-.364	.650	-.421	.650	-.400	.650	-.400	.650	-.333	.650	-.333				
				.450	-.374	.700	-.348	.700	-.345	.700	-.345	.700	-.321	.700	-.321				
				.500	-.396	.750	-.283	.750	-.159	.750	-.159	.750	-.333	.750	-.333				
				.550	-.418	.850	-.094	.850		.850		.850	-.111	.850	-.111				
				.600	-.461	.950	.091	.950		.950		.950	.066	.950	.066				
				.650	-.424								.138	.990	.138				
				.700	-.381														
				.800	-.216														
				.900	-.021														
				.950	.081														
				.990	.152														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.215	.005	.565	.005	.472	.005	.397	.005	.283	.005	.397	.005	.283	.005	.283				
.222	-.272	.025	-.522	.025	-.432	.025	-.437	.025	-.385	.025	-.437	.025	-.385	.025	-.385				
.338	-.393	.050	-.740	.050	-.742	.050	-.643	.050	-.826	.050	-.643	.050	-.826	.050	-.826				
.448	-.482	.100	-.746	.100	-.703	.100	-.702	.100	-.792	.100	-.702	.100	-.792	.100	-.792				
.527	-.611	.120	-.743	.180	-.736	.180	-.803	.180	-.588	.180	-.803	.180	-.588	.180	-.588				
.605	-.587	.180	-.703	.400	-.808	.300	-.794	.300	-.445	.300	-.794	.300	-.445	.300	-.445				
.684	-.408	.250	-.683	.500	-.451	.400	-.579	.400	-.469	.400	-.579	.400	-.469	.400	-.469				
.724	-.288	.300	-.670	.600	-.294	.500	-.422	.500	-.412	.500	-.422	.500	-.412	.500	-.412				
.763	-.185	.400	-.750	.650	-.176	.600	-.290	.600	-.275	.600	-.290	.600	-.275	.600	-.275				
.803	-.066	.500	-.832	.700	-.053	.650	-.149	.650	-.164	.650	-.149	.650	-.164	.650	-.164				
.842	.027	.600	-.332	.750	.044	.700	-.029	.700	-.043	.700	-.029	.700	-.043	.700	-.043				
.921	.122	.650	-.203	.800	.115	.750	.077	.750	.083	.750	.077	.750	.083	.750	.083				
.961	.144	.700	-.090	.900	.213	.800	.146	.800	.169	.800	.146	.800	.169	.800	.169				
		.750	.005	.950	.241														
		.800	.069																
		.900	.182																
		.950	.219																

[REDACTED]


$$\alpha = -0.01^{\circ}; \quad C_L = 0.033$$

[REDACTED]

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(g) M = 0.80 - Continued.

$\alpha = 1.47^\circ$; $C_L = 0.226$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.486	.223	-.443	0.000	1.005	0.000	1.018	0.000	1.029	0.000	.983
.747	-.450	.346	-.626	.003	.288	.010	-.543	.010	-.334	.010	-.150
.763	-.471	.448	-.520	.010	-.628	.030	-.924	.030	-.904	.030	-.847
.778	-.333	.487	-.387	.020	-.901	.050	-.881	.050	-.924	.050	-.932
		.527	-.306	.025	-1.060	.100	-.768	.100	-.764	.100	-.860
		.566	-.224	.030	-1.178	.180	-.813	.180	-.812	.180	-.439
		.605	-.145	.050	-1.098	.300	-.915	.300	-.875	.300	-.631
		.669	-.137	.100	-.971	.350	-.804	.350	-.875	.350	-.507
		.684	-.192	.120	-.912	.400	-.539	.400	-.785	.400	-.428
		.724	-.303	.180	-.925	.450	-.487	.450	-.414	.450	-.421
		.763	-.264	.250	-.838	.500	-.488	.500	-.379	.500	-.413
		.803	-.194	.300	-.593	.550	-.503	.550	-.415	.550	-.419
		.882	-.301	.350	-.447	.600	-.485	.600	-.431	.600	-.410
		.961	-.168	.400	-.442	.650	-.430	.650	-.404	.650	-.383
				.450	-.445	.700	-.351	.700	-.347	.700	-.359
				.500	-.455	.750	-.277	.750	-.146	.750	-.354
				.550	-.483	.850	-.092	.850		.850	-.119
				.600	-.533	.950	.088	.950		.950	.060
				.650	-.485					.990	.128
				.700	-.424						
				.800	-.215						
				.900	-.018						
				.950	.077						
				.990	.138						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.148	-.070	.005	-.815
.222	-.143	.025	-.039
.338	-.268	.050	-.181
.448	-.357	.100	-.393
.527	-.448	.120	-.381
.605	-.432	.180	-.380
.684	-.399	.250	-.429
.724	-.274	.300	-.460
.763	-.166	.400	-.505
.803	-.049	.500	-.550
.842	.063	.600	-.366
.921	.152	.650	-.219
.961	.168	.700	-.089
		.750	.038
		.800	.114
		.900	.218
		.950	.244

X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.763	.005	.732	.005	.603	.005	.603	.005	.603
.025	.015	.025	.017	.025	-.003	.025	-.003	.025	-.003
.050	-.234	.050	-.206	.050	-.392	.050	-.392	.050	-.392
.100	-.326	.100	-.327	.100	-.310	.100	-.310	.100	-.310
.180	-.395	.180	-.439	.180	-.295	.180	-.295	.180	-.295
.400	-.485	.300	-.411	.300	-.346	.300	-.346	.300	-.346
.500	-.482	.400	-.445	.400	-.379	.400	-.379	.400	-.379
.600	-.345	.500	-.431	.500	-.363	.500	-.363	.500	-.363
.650	-.186	.600	-.299	.600	-.251	.600	-.251	.600	-.251
.700	-.046	.650	-.151	.650	-.143	.650	-.143	.650	-.143
.750	.060	.700	-.024	.700	-.035	.700	-.035	.700	-.035
.800	.156	.750	.094	.750	.096	.750	.096	.750	.096
.900	.250	.800	.170	.800	.196	.800	.196	.800	.196
.950	.273								

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(g) $M = 0.80$ - Continued.

$\alpha = 1.96^\circ$; $C_L = 0.292$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.502	.223	-.471	0.000	.986	0.000	1.007	0.000	1.027	0.000	.981
.747	-.447	.346	-.644	.003	.260	.010	-.568	.010	-.388	.010	-.189
.763	-.464	.448	-.600	.010	-.691	.030	-.980	.030	-.978	.030	-.915
.778	-.328	.487	-.407	.020	-.999	.050	-.980	.050	-1.042	.050	-1.011
		.527	-.322	.025	-1.118	.100	-.870	.100	-.815	.100	-.922
		.566	-.235	.030	-1.221	.180	-.934	.180	-.882	.180	-.852
		.605	-.158	.050	-1.193	.300	-.967	.300	-.913	.300	-.623
		.669	-.150	.100	-1.004	.350	-.984	.350	-.933	.350	-.584
		.684	-.200	.120	-.997	.400	-.996	.400	-.927	.400	-.497
		.724	-.294	.180	-.907	.450	-.529	.450	-.508	.450	-.424
		.763	-.279	.250	-.859	.500	-.425	.500	-.369	.500	-.412
		.803	-.234	.300	-.892	.550	-.413	.550	-.361	.550	-.417
		.882	-.300	.350	-.551	.600	-.422	.600	-.359	.600	-.411
		.961	-.165	.400	-.433	.650	-.408	.650	-.367	.650	-.384
				.450	-.433	.700	-.333	.700	-.327	.700	-.365
				.500	-.445	.750	-.271	.990	.147	.750	-.359
				.550	-.474	.850	-.092			.850	-.121
				.600	-.512	.950	.092			.950	.058
				.650	-.473					.990	.125
				.700	-.396						
				.800	-.211						
				.900	-.019						
				.950	.075						
				.990	.140						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.051	.005	.851	.005	.810	.005	.773	.005	.653
		.222	-.118	.025	-.005	.025	.046	.025	.080	.025	.041
		.338	-.242	.050	-.132	.050	-.191	.050	-.135	.050	-.321
		.448	-.333	.100	-.323	.100	-.263	.100	-.269	.100	-.264
		.527	-.420	.120	-.342	.180	-.347	.130	-.382	.180	-.274
		.605	-.403	.180	-.357	.400	-.463	.300	-.378	.300	-.317
		.684	-.381	.250	-.399	.500	-.443	.400	-.419	.400	-.359
		.724	-.264	.300	-.423	.600	-.337	.500	-.408	.500	-.335
		.763	-.162	.400	-.464	.650	-.179	.600	-.288	.600	-.236
		.803	-.042	.500	-.511	.700	-.043	.650	-.145	.650	-.136
		.842	.061	.600	-.369	.750	.071	.700	-.025	.700	-.031
		.921	.151	.650	-.222	.800	.156	.750	.097	.750	.102
		.961	.167	.700	-.086	.900	.254	.800	.179	.800	.196
				.750	.039	.950	.280				
				.800	.114						
				.900	.221						
				.950	.249						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(g) $M = 0.80$ - Continued.

$\alpha = 2.45^\circ$; $C_L = 0.359$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.496	.223	-.497	0.000	.971	0.000	1.003	0.000	1.020	0.000	.975
.747	-.443	.346	-.709	.003	.168	.010	-.681	.010	-.427	.010	-.261
.763	-.467	.448	-.719	.010	-.747	.030	-1.032	.030	-1.023	.030	-.979
.778	-.325	.487	-.436	.020	-1.380	.050	-1.041	.050	-1.128	.050	-1.060
		.527	-.343	.025	-1.214	.100	-.992	.100	-.938	.100	-.997
		.566	-.250	.030	-1.313	.180	-.989	.180	-.979	.180	-.922
		.605	-.164	.050	-1.346	.300	-1.035	.300	-1.020	.300	-.707
		.669	-.153	.100	-1.227	.350	-1.029	.350	-1.030	.350	-.592
		.684	-.206	.120	-1.116	.400	-1.061	.400	-1.032	.400	-.513
		.724	-.309	.180	-.958	.450	-.866	.450	-.917	.450	-.432
		.763	-.266	.250	-.961	.500	-.450	.500	-.475	.500	-.406
		.803	-.201	.300	-.939	.550	-.376	.550	-.353	.550	-.407
		.882	-.301	.350	-.801	.600	-.359	.600	-.321	.600	-.403
		.961	-.157	.400	-.465	.650	-.346	.650	-.320	.650	-.378
				.450	-.421	.700	-.296	.700	-.289	.700	-.362
				.500	-.430	.750	-.248	.990	.146	.750	-.358
				.550	-.460	.850	-.085			.850	-.123
				.600	-.473	.950	.093			.950	.055
				.650	-.452					.990	.125
				.700	-.387						
				.800	-.204						
				.900	-.016						
				.950	.077						
				.990	.139						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.028	.005	.888	.005	.844	.005	.809	.005	.688
		.222	-.093	.025	.102	.025	.144	.025	.127	.025	.113
		.338	-.219	.050	-.071	.050	-.117	.050	-.086	.050	-.247
		.448	-.308	.100	-.251	.100	-.215	.100	-.203	.100	-.235
		.527	-.392	.120	-.274	.180	-.291	.180	-.326	.180	-.242
		.605	-.387	.180	-.300	.400	-.422	.300	-.346	.300	-.295
		.684	-.361	.250	-.344	.500	-.427	.400	-.388	.400	-.336
		.724	-.254	.300	-.379	.600	-.329	.500	-.383	.500	-.326
		.763	-.156	.400	-.439	.650	-.175	.600	-.285	.600	-.228
		.803	-.030	.500	-.472	.700	-.037	.650	-.137	.650	-.131
		.842	.074	.600	-.361	.750	.078	.700	-.016	.700	-.027
		.921	.160	.650	-.217	.800	.169	.750	.100	.750	.107
		.961	.173	.700	-.076	.900	.268	.800	.186	.800	.203
				.750	.046	.950	.288				
				.800	.124						
				.900	.234						
				.950	.259						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(g) $M = 0.80$ - Continued.

$\alpha = 2.97^\circ$; $C_L = 0.429$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.552	.223	-.530	0.000	.936	0.000	-.979	0.000	1.012	0.000	-.966			0.000	-.966				
.747	-.434	.346	-.750	.003	.099	.010	-.711	.010	-.504	.010	-.307			.010	-.307				
.763	-.458	.448	-.745	.010	-.807	.030	-1.094	.030	-1.075	.030	-1.021			.030	-1.021				
.778	-.320	.487	-.556	.020	-1.119	.050	-1.101	.050	-1.177	.050	-1.113			.050	-1.113				
		.527	-.384	.025	-1.253	.100	-1.059	.100	-1.028	.100	-1.088			.100	-1.088				
		.566	-.280	.030	-1.349	.180	-1.059	.180	-1.014	.180	-.982			.180	-.982				
		.605	-.189	.050	-1.405	.300	-1.100	.300	-1.063	.300	-.844			.300	-.844				
		.669	-.177	.100	-1.312	.350	-1.118	.350	-1.089	.350	-.767			.350	-.767				
		.684	-.222	.120	-1.291	.400	-1.116	.400	-1.095	.400	-.691			.400	-.691				
		.724	-.316	.180	-.969	.450	-1.139	.450	-1.089	.450	-.648			.450	-.648				
		.763	-.266	.250	-1.005	.500	-.649	.500	-.608	.500	-.426			.500	-.426				
		.803	-.208	.300	-1.014	.550	-.494	.550	-.459	.550	-.394			.550	-.394				
		.882	-.285	.350	-1.003	.600	-.399	.600	-.373	.600	-.391			.600	-.391				
		.961	-.150	.400	-.753	.650	-.311	.650	-.296	.650	-.373			.650	-.373				
				.450	-.452	.700	-.265	.700	-.252	.700	-.358			.700	-.358				
				.500	-.431	.750	-.203	.750	-.139	.750	-.349			.750	-.349				
				.550	-.442	.850	-.065	.850		.850	-.120			.850	-.120				
				.600	-.447	.950	.094	.950		.950	.053			.950	.053				
				.650	-.405					.990	.123			.990	.123				
				.700	-.368														
				.800	-.202														
				.900	-.015														
				.950	.074														
				.990	.138														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.001	.005	.922	.005	.885	.005	.844	.005	.844	.005	.746			.005	.746				
.222	-.075	.025	.179	.025	.184	.025	.204	.025	.204	.025	.163			.025	.163				
.338	-.185	.050	-.014	.050	-.045	.050	-.029	.050	-.029	.050	-.196			.050	-.196				
.448	-.282	.100	-.217	.100	-.167	.100	-.152	.100	-.152	.100	-.200			.100	-.200				
.527	-.353	.120	-.228	.180	-.237	.180	-.266	.180	-.266	.180	-.195			.180	-.195				
.605	-.356	.180	-.269	.400	-.388	.300	-.314	.300	-.314	.300	-.277			.300	-.277				
.684	-.346	.250	-.319	.500	-.399	.400	-.368	.400	-.368	.400	-.316			.400	-.316				
.724	-.242	.300	-.339	.600	-.320	.500	-.367	.500	-.367	.500	-.315			.500	-.315				
.763	-.146	.400	-.393	.650	-.171	.600	-.272	.600	-.272	.600	-.226			.600	-.226				
.803	-.026	.500	-.448	.700	-.037	.650	-.135	.650	-.135	.650	-.128			.650	-.128				
.842	.084	.600	-.340	.750	.079	.700	-.013	.700	-.013	.700	-.027			.700	-.027				
.921	.169	.650	-.202	.800	.176	.750	.101	.750	.101	.750	.104			.750	.104				
.961	.177	.700	-.070	.900	.269	.800	.187	.800	.187	.800	.204			.800	.204				
		.750	.055	.950	.289														
		.800	.140																
		.900	.241																
		.950	.264																

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(g) $M = 0.80$ - Continued.

$\alpha = 3.96^\circ$; $C_L = 0.517$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.469	.223	-.595	0.000	-.877	0.000	-.936	0.000	-.934
.747	-.434	.346	-.774	.003	-.015	.010	-.850	.010	-.403
.763	-.461	.448	-.864	.010	-.919	.030	-1.225	.030	-1.146
.778	-.320	.487	-.673	.020	-1.225	.050	-1.226	.050	-1.215
		.527	-.455	.025	-1.365	.100	-1.161	.100	-1.134
		.566	-.328	.030	-1.456	.180	-1.183	.180	-1.099
		.605	-.228	.050	-1.522	.300	-1.201	.300	-.969
		.669	-.200	.100	-1.458	.350	-1.218	.350	-.917
		.684	-.227	.120	-1.406	.400	-1.063	.400	-.794
		.724	-.302	.180	-1.368	.450	-.635	.450	-.502
		.763	-.258	.250	-1.042	.500	-.588	.500	-.379
		.803	-.198	.300	-1.069	.550	-.545	.550	-.369
		.882	-.277	.350	-1.069	.600	-.482	.600	-.378
		.961	-.140	.400	-1.046	.650	-.425	.650	-.375
				.450	-.627	.700	-.349	.700	-.365
				.500	-.470	.750	-.291	.750	-.370
				.550	-.404	.850	-.138	.850	-.144
				.600	-.379	.950	-.024	.950	.032
				.650	-.358			.990	.100
				.700	-.335				
				.800	-.196				
				.900	-.022				
				.950	.061				
				.990	.123				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.049	.005	.975	.005	.924	.005	.907	.005	.807
.222	-.026	.025	.282	.025	.305	.025	.307	.025	.248
.338	-.149	.050	.081	.050	.088	.050	.062	.050	-.074
.448	-.241	.100	-.123	.100	-.069	.100	-.080	.100	-.123
.527	-.321	.120	-.139	.180	-.177	.180	-.206	.180	-.155
.605	-.330	.180	-.191	.400	-.348	.300	-.262	.300	-.242
.684	-.334	.250	-.257	.500	-.378	.400	-.345	.400	-.306
.724	-.234	.300	-.289	.600	-.337	.500	-.365	.500	-.311
.763	-.141	.400	-.360	.650	-.194	.600	-.292	.600	-.235
.803	-.022	.500	-.419	.700	-.056	.650	-.158	.650	-.141
.842	.092	.600	-.342	.750	.056	.700	-.038	.700	-.041
.921	.175	.650	-.208	.800	.161	.750	.073	.750	.099
.961	.183	.700	-.076	.900	.237	.800	.164	.800	.205
		.750	.049	.950	.253				
		.800	.131						
		.900	.243						
		.950	.257						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(g) $M = 0.80$ - Continued.

$\alpha = 4.96^\circ$; $C_L = 0.569$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.454	.223	-.680	0.000	.822	0.000	.906	0.000	.973	0.000	.916								
.747	-.422	.346	-.793	.003	-.136	.010	-.932	.010	-.710	.010	-.492								
.763	-.458	.448	-.918	.010	-1.039	.030	-1.306	.030	-1.267	.030	-1.217								
.778	-.324	.487	-.737	.020	-1.305	.050	-1.297	.050	-1.356	.050	-1.293								
		.527	-.490	.025	-1.443	.100	-1.256	.100	-1.223	.100	-1.258								
		.566	-.359	.030	-1.529	.180	-1.254	.180	-1.222	.180	-1.180								
		.605	-.252	.050	-1.611	.300	-.914	.300	-.884	.300	-1.045								
		.669	-.213	.100	-1.570	.350	-.731	.350	-.682	.350	-.861								
		.684	-.224	.120	-1.544	.400	-.667	.400	-.630	.400	-.546								
		.724	-.277	.180	-1.493	.450	-.631	.450	-.592	.450	-.415								
		.763	-.233	.250	-1.332	.500	-.601	.500	-.565	.500	-.385								
		.803	-.199	.300	-1.106	.550	-.569	.550	-.525	.550	-.405								
		.882	-.276	.350	-1.101	.600	-.518	.600	-.483	.600	-.407								
		.961	-.151	.400	-.903	.650	-.481	.650	-.432	.650	-.401								
				.450	-.550	.700	-.436	.700	-.390	.700	-.396								
				.500	-.470	.750	-.401	.750	-.367	.750	-.404								
				.550	-.416	.850	-.332	.850	-.300	.850	-.185								
				.600	-.370	.950	-.228	.950	-.199	.950	-.019								
				.650	-.347					.990	.055								
				.700	-.319														
				.800	-.206														
				.900	-.050														
				.950	.038														
				.990	.098														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.089	.005	1.004	.005	.972	.005	.946	.005	.840								
		.222	.007	.025	.384	.025	.406	.025	.375	.025	.330								
		.338	-.111	.050	.198	.050	.182	.050	.158	.050	.006								
		.448	-.207	.100	-.042	.100	-.005	.100	-.005	.100	-.075								
		.527	-.283	.120	-.055	.180	-.114	.180	-.140	.180	-.113								
		.605	-.311	.180	-.130	.400	-.316	.300	-.228	.300	-.221								
		.684	-.330	.250	-.200	.500	-.370	.400	-.326	.400	-.297								
		.724	-.237	.300	-.240	.600	-.364	.500	-.370	.500	-.311								
		.763	-.141	.400	-.318	.650	-.223	.600	-.330	.600	-.255								
		.803	-.020	.500	-.397	.700	-.080	.650	-.187	.650	-.159								
		.842	.089	.600	-.347	.750	.030	.700	-.075	.700	-.060								
		.921	.179	.650	-.221	.800	.123	.750	.047	.750	.080								
		.961	.187	.700	-.082	.900	.210	.800	.138	.800	.185								
				.750	.047	.950	.207												
				.800	.126														
				.900	.230														
				.950	.250														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(g) $M = 0.80$ - Continued.

$\alpha = 5.94^\circ$; $C_L = 0.626$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.471	.223	-.759	0.000	-.771	0.000	-.861	0.000	-.938	0.000	-.872								
.747	-.433	.346	-.827	.003	-.220	.010	-1.002	.010	-.790	.010	-.586								
.763	-.497	.448	-.949	.010	-1.088	.030	-1.374	.030	-1.329	.030	-1.284								
.778	-.346	.487	-.623	.020	-1.379	.050	-1.374	.050	-1.427	.050	-1.363								
		.527	-.455	.075	-1.509	.100	-1.343	.100	-1.317	.100	-1.334								
		.566	-.344	.330	-1.591	.180	-1.337	.180	-1.255	.180	-1.255								
		.605	-.250	.050	-1.680	.300	-.848	.300	-.746	.300	-.942								
		.669	-.213	.100	-1.659	.350	-.755	.350	-.695	.350	-.652								
		.684	-.221	.120	-1.625	.400	-.701	.400	-.658	.400	-.560								
		.724	-.275	.180	-1.390	.450	-.653	.450	-.627	.450	-.488								
		.763	-.246	.250	-1.016	.500	-.601	.500	-.596	.500	-.440								
		.803	-.219	.300	-.937	.550	-.568	.550	-.547	.550	-.433								
		.882	-.302	.350	-.894	.600	-.548	.600	-.521	.600	-.435								
		.961	-.180	.400	-.834	.650	-.513	.650	-.478	.650	-.409								
				.450	-.756	.700	-.479	.700	-.441	.700	-.392								
				.500	-.692	.750	-.408	.750	-.237	.750	-.392								
				.550	-.575	.850	-.322	.850		.850	-.209								
				.600	-.486	.950	-.236	.950		.950	-.082								
				.650	-.443					.990	-.042								
				.700	-.369														
				.800	-.246														
				.900	-.154														
				.950	-.103														
				.990	-.097														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.132	.005	1.017	.005	.978	.035	.977	.005	.880								
		.222	.052	.025	.455	.025	.458	.025	.449	.025	.404								
		.338	-.076	.050	.256	.050	.245	.050	.227	.050	.077								
		.448	-.189	.100	.026	.100	.064	.100	.057	.100	-.016								
		.527	-.266	.120	.001	.180	-.065	.180	-.082	.180	-.079								
		.605	-.292	.180	-.063	.400	-.289	.300	-.187	.300	-.205								
		.684	-.328	.250	-.147	.500	-.348	.400	-.288	.400	-.280								
		.724	-.234	.300	-.199	.600	-.375	.500	-.355	.500	-.305								
		.763	-.146	.400	-.304	.650	-.224	.600	-.338	.600	-.256								
		.803	-.021	.500	-.387	.700	-.105	.650	-.195	.650	-.158								
		.842	.081	.600	-.365	.750	.017	.700	-.085	.700	-.076								
		.921	.169	.650	-.230	.800	.107	.750	.042	.750	.071								
		.961	.177	.700	-.115	.900	.188	.800	.118	.800	.174								
				.750	.024	.950	.177												
				.800	.106														
				.900	.207														
				.950	.214														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(h) $M = 0.825$

$\alpha = -2.10^\circ$; $C_L = -0.214$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.552	.223	-.212	0.000	1.039	0.000	1.030	0.000	.989	0.000	.944
.747	-.496	.346	-.330	.003	.769	.010	.150	.010	.271	.010	.343
.763	-.522	.448	-.304	.010	.061	.030	-.143	.030	-.142	.030	-.204
.776	-.322	.487	-.261	.020	-.143	.050	-.165	.050	-.192	.050	-.314
		.527	-.201	.025	-.242	.100	-.263	.100	.234	.100	-.314
		.566	-.134	.030	-.283	.180	-.360	.180	-.329	.180	-.333
		.605	-.067	.050	-.300	.300	-.405	.300	-.447	.300	-.384
		.669	-.071	.100	-.327	.350	-.402	.350	-.461	.350	-.383
		.684	-.136	.120	-.354	.400	-.422	.400	-.465	.400	-.373
		.724	-.273	.180	-.303	.450	-.458	.450	-.482	.450	-.391
		.763	-.312	.250	-.327	.500	-.480	.500	-.487	.500	-.387
		.803	-.254	.300	-.346	.550	-.518	.550	-.502	.550	-.403
		.882	-.378	.350	-.331	.600	-.552	.600	-.530	.600	-.409
		.961	-.182	.400	-.328	.650	-.630	.650	-.523	.650	-.381
				.450	-.340	.700	-.584	.700	-.441	.700	-.360
				.500	-.369	.750	-.344	.990	.124	.750	-.367
				.550	-.408	.850	-.152			.850	-.116
				.600	-.488	.950	-.017			.950	.062
				.650	-.500					.990	.137
				.700	-.600						
				.800	-.281						
				.900	-.079						
				.950	.003						
				.990	.065						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.148	-.239		.005	-.443		.005	.402		.035	.282
	.222	-.289		.025	-.583		.025	-.503		.025	-.496
	.338	-.415		.050	-.863		.050	-.804		.050	-.657
	.448	-.515		.100	-.913		.100	-.761		.100	-.774
	.527	-.616		.120	-.805		.180	-.794		.180	-.873
	.605	-.747		.180	-.779		.400	-.912		.300	-.910
	.684	-.779		.250	-.916		.500	-.382		.400	-.948
	.724	-.316		.300	-.783		.600	-.260		.500	-.377
	.763	-.213		.400	-.815		.650	-.225		.600	-.250
	.803	-.139		.500	-.716		.700	-.186		.650	-.209
	.842	-.071		.600	-.273		.750	-.167		.700	-.164
	.921	.055		.650	-.234		.800	-.129		.750	-.106
	.961	.119		.700	-.202		.900	-.045		.800	-.041
				.750	-.183		.950	.006			
				.800	-.155						
				.900	-.049						
				.950	.025						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued *

(h) $M = 0.825$ - Continued

$\alpha = -1.06^\circ$; $C_L = -0.116$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.537	.223	-.276	0.000	1.054	0.000	1.020	0.000	.968
.747	-.478	.346	-.398	.003	.649	.010	-.000	.010	.213
.763	-.504	.448	-.358	.010	-.142	.030	-.336	.030	-.356
.778	-.320	.487	-.292	.020	-.388	.050	-.312	.050	-.482
		.527	-.228	.025	-.503	.100	-.381	.100	-.387
		.566	-.154	.030	-.491	.180	-.455	.180	-.376
		.605	-.078	.050	-.464	.300	-.518	.300	-.452
		.669	-.078	.100	-.454	.350	-.454	.350	-.393
		.684	-.140	.120	-.498	.400	-.463	.400	-.400
		.724	-.286	.180	-.383	.450	-.499	.450	-.498
		.763	-.310	.250	-.405	.500	-.514	.500	-.487
		.803	-.243	.300	-.404	.550	-.550	.550	-.512
		.882	-.351	.350	-.374	.600	-.579	.600	-.509
		.961	-.170	.400	-.370	.650	-.597	.650	-.459
				.450	-.370	.700	-.402	.700	-.367
				.500	-.392	.750	-.280	.990	.162
				.550	-.429	.850	-.088		
				.600	-.509	.950	.067		
				.650	-.512				
				.700	-.510				
				.800	-.222				
				.900	-.030				
				.950	.056				
				.990	.113				

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(h) $M = 0.825$ - Continued

$\alpha = -0.07^\circ$; $C_L 0.008$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.560	.223	-.327	0.000	1.045	0.000	1.052	0.000	1.035	0.000	.995
.747	-.492	.346	-.512	.003	.540	.010	-.217	.010	-.030	.010	.129
.763	-.492	.448	-.433	.010	-.288	.030	-.540	.030	-.451	.030	-.523
.778	-.316	.487	-.318	.020	-.570	.050	-.470	.050	-.577	.050	-.615
		.527	-.250	.025	-.704	.100	-.496	.100	-.455	.100	-.529
		.566	-.171	.030	-.781	.180	-.593	.180	-.605	.180	-.420
		.605	-.095	.050	-.769	.300	-.636	.300	-.660	.300	-.562
		.669	-.092	.100	-.610	.350	-.521	.350	-.696	.350	-.522
		.684	-.152	.120	-.589	.400	-.511	.400	-.704	.400	-.430
		.724	-.286	.180	-.606	.450	-.539	.450	-.603	.450	-.403
		.763	-.320	.250	-.487	.500	-.558	.500	-.472	.500	-.387
		.803	-.287	.300	-.445	.550	-.581	.550	-.448	.550	-.399
		.882	-.344	.350	-.424	.600	-.611	.600	-.463	.600	-.407
		.961	-.166	.400	-.404	.650	-.548	.650	-.440	.650	-.373
				.450	-.595	.700	-.361	.700	-.352	.700	-.348
				.500	-.417	.750	-.257	.990	.160	.750	-.344
				.550	-.448	.850	-.071			.850	-.097
				.600	-.522	.950	.104			.950	.078
				.650	-.533					.990	.143
				.700	-.616						
				.800	-.194						
				.900	.003						
				.950	.094						
				.990	.146						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.141	.005	.704	.005	.620	.005	.579	.005	.416
		.222	-.212	.025	-.291	.025	-.214	.025	-.222	.025	-.233
		.338	-.340	.050	-.421	.050	-.456	.050	-.435	.050	-.628
		.448	-.425	.100	-.588	.100	-.575	.100	-.565	.100	-.540
		.527	-.549	.120	-.583	.180	-.590	.180	-.622	.180	-.542
		.605	-.647	.180	-.566	.400	-.713	.300	-.662	.300	-.537
		.684	-.686	.250	-.564	.500	-.797	.400	-.740	.400	-.551
		.724	-.280	.300	-.595	.600	-.271	.500	-.683	.500	-.434
		.763	-.168	.400	-.686	.650	-.162	.600	-.246	.600	-.257
		.803	-.070	.500	-.773	.700	-.073	.650	-.129	.650	-.151
		.840	.010	.600	-.356	.750	-.011	.700	-.026	.700	-.035
		.921	.112	.650	-.204	.800	.039	.750	.065	.750	.083
		.961	.151	.700	-.115	.900	.164	.800	.134	.800	.163
				.750	-.066	.950	.213				
				.800	-.015						
				.900	.133						
				.950	.188						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 0.97^\circ$; $C_L = 0.152$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.586	.223	-.395	0.000	1.033	0.000	1.036	0.000	1.039	0.000	1.039	0.000	1.039	0.000	.991				
.747	-.530	.346	-.573	.003	.433	.010	-.361	.010	-.159	.010	-.159	.010	-.012	.010	-.012				
.763	-.490	.448	-.546	.010	-.470	.030	-.777	.030	-.740	.030	-.740	.030	-.724	.030	-.724				
.778	-.315	.487	-.363	.020	-.734	.050	-.701	.050	-.736	.050	-.736	.050	-.744	.050	-.744				
		.527	-.274	.025	-.945	.100	-.643	.100	-.647	.100	-.647	.100	-.758	.100	-.758				
		.566	-.190	.030	-.974	.180	-.731	.180	-.662	.180	-.662	.180	-.494	.180	-.494				
		.605	-.114	.050	-.937	.300	-.817	.300	-.795	.300	-.795	.300	-.633	.300	-.633				
		.669	-.110	.100	-.837	.350	-.838	.350	-.831	.350	-.831	.350	-.634	.350	-.634				
		.684	-.162	.120	-.795	.400	-.796	.400	-.842	.400	-.842	.400	-.645	.400	-.645				
		.724	-.294	.180	-.744	.450	-.673	.450	-.853	.450	-.853	.450	-.624	.450	-.624				
		.763	-.340	.250	-.734	.500	-.559	.500	-.830	.500	-.830	.500	-.550	.500	-.550				
		.803	-.303	.300	-.768	.550	-.576	.550	-.680	.550	-.680	.550	-.391	.550	-.391				
		.882	-.355	.350	-.460	.600	-.589	.600	-.345	.600	-.345	.600	-.376	.600	-.376				
		.961	-.162	.400	-.398	.650	-.474	.650	-.323	.650	-.323	.650	-.348	.650	-.348				
				.450	-.406	.700	-.320	.700	-.280	.700	-.280	.700	-.344	.700	-.344				
				.500	-.426	.750	-.245	.750	.152	.750	.152	.750	-.334	.750	-.334				
				.550	-.470	.850	-.070	.850		.850		.850	-.100	.850	-.100				
				.600	-.544	.950	.101	.950		.950		.950	.073	.950	.073				
				.650	-.559					.990		.990	.139	.990	.139				
				.700	-.635														
				.800	-.201														
				.900	.000														
				.950	.086														
				.990	.138														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.095	.005	.773	.005	.720	.005	.667	.005	.667	.005	.667	.005	.540	.005	.540				
.222	-.159	.025	-.158	.025	-.094	.025	-.092	.025	-.092	.025	-.092	.025	-.101	.025	-.101				
.338	-.292	.050	-.248	.050	-.316	.050	-.270	.050	-.270	.050	-.270	.050	-.484	.050	-.484				
.448	-.384	.100	-.474	.100	-.414	.100	-.413	.100	-.413	.100	-.413	.100	-.419	.100	-.419				
.527	-.503	.120	-.422	.120	-.454	.180	-.515	.180	-.515	.180	-.515	.180	-.415	.180	-.415				
.605	-.594	.180	-.439	.400	-.609	.300	-.553	.300	-.553	.300	-.553	.300	-.424	.300	-.424				
.684	-.444	.250	-.497	.500	-.707	.400	-.625	.400	-.625	.400	-.625	.400	-.465	.400	-.465				
.724	-.279	.300	-.536	.600	-.301	.500	-.517	.500	-.517	.500	-.517	.500	-.411	.500	-.411				
.763	-.169	.400	-.611	.650	-.160	.600	-.283	.600	-.283	.600	-.283	.600	-.257	.600	-.257				
.803	-.054	.500	-.700	.700	-.045	.650	-.140	.650	-.140	.650	-.140	.650	-.148	.650	-.148				
.842	.042	.600	-.358	.750	.052	.700	-.018	.700	-.018	.700	-.018	.700	-.030	.700	-.030				
.921	.138	.650	-.199	.800	.118	.750	.087	.750	.087	.750	.087	.750	.094	.750	.094				
.961	.155	.700	-.085	.900	.228	.800	.157	.800	.157	.800	.157	.800	.182	.800	.182				
		.750	.012	.950	.256														
		.800	.083																
		.900	.194																
		.950	.230																

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 1.44^\circ$; $C_L = 0.222$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.591	.223	-.427	0.000	1.016	0.000	1.038	0.000	1.039	0.000	1.039	0.000	1.039	0.000	.993				
.747	-.572	.346	-.618	.003	.375	.010	-.421	.010	-.227	.010	-.227	.010	-.087	.010	-.087				
.763	-.491	.448	-.657	.010	-.515	.030	-.816	.030	-.793	.030	-.793	.030	-.765	.030	-.765				
.778	-.313	.487	-.400	.020	-.820	.050	-.772	.050	-.877	.050	-.877	.050	-.852	.050	-.852				
		.527	-.296	.025	-.989	.100	-.771	.100	-.716	.100	-.716	.100	-.811	.100	-.811				
		.566	-.205	.030	-1.024	.180	-.794	.180	-.730	.180	-.730	.180	-.758	.180	-.758				
		.605	-.126	.050	-1.024	.300	-.870	.300	-.829	.300	-.829	.300	-.635	.300	-.635				
		.669	-.118	.100	-.892	.350	-.891	.350	-.869	.350	-.869	.350	-.657	.350	-.657				
		.684	-.168	.120	-.856	.400	-.900	.400	-.870	.400	-.870	.400	-.668	.400	-.668				
		.724	-.292	.180	-.808	.450	-.869	.450	-.904	.450	-.904	.450	-.680	.450	-.680				
		.763	-.338	.250	-.795	.500	-.805	.500	-.904	.500	-.904	.500	-.614	.500	-.614				
		.803	-.312	.300	-.817	.550	-.596	.550	-.818	.550	-.818	.550	-.451	.550	-.451				
		.882	-.346	.350	-.785	.600	-.527	.600	-.393	.600	-.393	.600	-.367	.600	-.367				
		.961	-.148	.400	-.432	.650	-.358	.650	-.293	.650	-.293	.650	-.337	.650	-.337				
				.450	-.399	.700	-.294	.700	-.244	.700	-.244	.700	-.328	.700	-.328				
				.500	-.412	.750	-.235	.750	-.152	.750	-.152	.750	-.331	.750	-.331				
				.550	-.475	.850	-.066	.850		.950		.950	-.100	.950	-.100				
				.600	-.538	.950	.105	.950		.990		.990	.073	.990	.073				
				.650	-.550								.133		.133				
				.700	-.632														
				.800	-.198														
				.900	.000														
				.950	.083														
				.990	.138														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.077	.005	.817	.005	.753	.005	.719	.005	.586	.005	.586	.005	.586	.005	.586				
.222	-.145	.025	-.077	.025	-.029	.025	-.017	.025	-.019	.025	-.019	.025	-.019	.025	-.019				
.338	-.252	.050	-.201	.050	-.264	.050	-.223	.050	-.428	.050	-.428	.050	-.428	.050	-.428				
.448	-.360	.100	-.403	.100	-.366	.100	-.354	.100	-.352	.100	-.352	.100	-.352	.100	-.352				
.527	-.483	.120	-.379	.180	-.386	.180	-.470	.180	-.356	.180	-.356	.180	-.356	.180	-.356				
.605	-.572	.180	-.420	.400	-.579	.300	-.511	.300	-.384	.300	-.384	.300	-.384	.300	-.384				
.684	-.423	.250	-.463	.500	-.665	.400	-.567	.400	-.459	.400	-.459	.400	-.459	.400	-.459				
.724	-.280	.300	-.502	.600	-.309	.500	-.517	.500	-.404	.500	-.404	.500	-.404	.500	-.404				
.763	-.163	.400	-.588	.650	-.165	.600	-.282	.600	-.252	.600	-.252	.600	-.252	.600	-.252				
.803	-.043	.500	-.659	.700	-.035	.650	-.138	.650	-.142	.650	-.142	.650	-.142	.650	-.142				
.842	.052	.600	-.356	.750	.063	.700	-.016	.700	-.027	.700	-.027	.700	-.027	.700	-.027				
.921	.146	.650	-.198	.800	.141	.750	.090	.750	.099	.750	.099	.750	.099	.750	.099				
.961	.165	.700	-.082	.900	.242	.800	.165	.800	.187	.800	.187	.800	.187	.800	.187				
		.750	.030	.950	.270														
		.800	.098																
		.900	.203																
		.950	.237																

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued.

(h) $M = 0.825$ - Continued

$\alpha = 1.96^\circ$; $C_L = 0.295$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.609	.223	-.441	0.000	.996	0.000	1.021	0.000	1.035
.747	-.573	.346	-.642	.003	.284	.010	-.509	.010	-.312
.763	-.498	.448	-.693	.010	-.577	.030	-.894	.030	-.862
.778	-.308	.487	-.505	.020	-.877	.050	-.892	.050	-.935
		.527	-.334	.025	-1.031	.100	-.812	.100	-.752
		.566	-.233	.030	-1.110	.180	-.858	.180	-.826
		.605	-.147	.050	-1.143	.300	-.947	.300	-.888
		.669	-.141	.100	-.939	.350	-.939	.350	-.906
		.684	-.186	.120	-.904	.400	-.987	.400	-.933
		.724	-.306	.180	-.863	.450	-1.026	.450	-.950
		.763	-.343	.250	-.869	.500	-.938	.500	-.978
		.803	-.329	.300	-.863	.550	-.788	.550	-.823
		.882	-.338	.350	-.891	.600	-.442	.600	-.425
		.961	-.147	.400	-.887	.650	-.336	.650	-.331
				.450	-.438	.700	-.270	.700	-.253
				.500	-.415	.750	-.209	.750	-.209
				.550	-.451	.850	-.064	.850	-.099
				.600	-.517	.950	.097	.950	.069
				.650	-.533			.990	.130
				.700	-.527				
				.800	-.193				
				.900	-.000				
				.950	.081				
				.990	.134				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.041	.005	.872	.005	.817	.005	.775	.005	.645
.222	-.109	.025	.036	.025	.062	.025	.075	.025	.020
.338	-.242	.050	-.150	.050	-.186	.050	-.159	.050	-.356
.448	-.348	.100	-.355	.100	-.281	.100	-.299	.100	-.308
.527	-.458	.120	-.347	.180	-.357	.180	-.435	.180	-.321
.605	-.462	.180	-.370	.400	-.528	.300	-.447	.300	-.370
.684	-.424	.250	-.417	.500	-.592	.400	-.523	.400	-.429
.724	-.268	.300	-.464	.600	-.345	.500	-.490	.500	-.393
.763	-.163	.400	-.512	.650	-.172	.600	-.291	.600	-.250
.803	-.038	.500	-.615	.700	-.038	.650	-.145	.650	-.141
.842	.064	.600	-.373	.750	.065	.700	-.025	.700	-.030
.921	.159	.650	-.198	.800	.150	.750	.090	.750	.098
.961	.173	.700	-.070	.900	.246	.800	.165	.800	.191
		.750	.039	.950	.270				
		.800	.107						
		.900	.224						
		.950	.246						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 2.43^\circ$; $C_L = 0.346$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.640	.223	-.486	0.000	.980	0.000	1.018	0.000	.986
.747	-.617	.346	-.682	.003	.218	.010	-.548	.010	-.161
.763	-.454	.448	-.713	.010	-.556	.030	-.965	.030	-.888
.778	-.307	.487	-.719	.020	-.958	.050	-.946	.050	-.986
		.527	-.396	.025	-1.094	.100	-.887	.100	-.926
		.566	-.266	.030	-1.178	.180	-.921	.180	-.879
		.605	-.169	.050	-1.205	.300	-.976	.300	-.771
		.669	-.147	.100	-1.159	.350	-1.016	.350	-.761
		.684	-.193	.120	-1.109	.400	-1.011	.400	-.724
		.724	-.312	.180	-.884	.450	-1.045	.450	-.741
		.763	-.354	.250	-.907	.500	-1.048	.500	-.721
		.803	-.333	.300	-.913	.550	-.558	.550	-.452
		.882	-.327	.350	-.907	.600	-.437	.600	-.353
		.961	-.142	.400	-.918	.650	-.349	.650	-.330
				.450	-.685	.700	-.296	.700	-.328
				.500	-.480	.750	-.237	.750	-.327
				.550	-.457	.850	-.083	.850	-.108
				.600	-.505	.950	.062	.950	.059
				.650	-.502			.990	.121
				.700	-.435				
				.800	-.196				
				.900	-.007				
				.950	.074				
				.990	.126				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.027	.005	.894	.005	.835	.005	.801	.005	.667
.222	-.101	.025	.104	.025	.095	.025	.127	.025	.061
.338	-.219	.050	-.078	.050	-.110	.050	-.105	.050	-.291
.448	-.319	.100	-.289	.100	-.232	.100	-.244	.100	-.258
.527	-.437	.120	-.304	.180	-.321	.180	-.398	.180	-.289
.605	-.429	.180	-.332	.400	-.498	.300	-.412	.300	-.352
.684	-.430	.250	-.399	.500	-.578	.400	-.496	.400	-.425
.724	-.277	.300	-.424	.600	-.355	.500	-.504	.500	-.391
.763	-.161	.400	-.486	.650	-.185	.600	-.312	.600	-.257
.803	-.037	.500	-.584	.700	-.048	.650	-.158	.650	-.150
.842	.069	.600	-.392	.750	.058	.700	-.037	.700	-.036
.921	.157	.650	-.210	.800	.147	.750	.075	.750	.098
.961	.171	.700	-.075	.900	.241	.800	.158	.800	.190
		.750	.042	.950	.262				
		.800	.110						
		.900	.226						
		.950	.241						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 2.96^\circ$; $C_L = 0.392$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.657	.223	-.513	0.000	.956	0.000	1.006	0.000	1.022	0.000	.978
.747	-.556	.346	-.697	.003	.185	.010	-.614	.010	-.399	.010	-.230
.763	-.462	.448	-.773	.010	-.727	.030	-1.015	.030	-.980	.030	-.927
.778	-.311	.487	-.720	.020	-1.326	.050	-.995	.050	-1.066	.050	-1.016
		.527	-.446	.025	-1.149	.100	-.965	.100	-.900	.100	-.973
		.566	-.301	.030	-1.234	.180	-.964	.180	-.744	.180	-.905
		.605	-.196	.050	-1.285	.300	-1.033	.300	-1.001	.300	-.830
		.669	-.169	.100	-1.182	.350	-1.057	.350	-1.009	.350	-.791
		.684	-.203	.120	-1.197	.400	-1.066	.400	-1.024	.400	-.785
		.724	-.314	.180	-.935	.450	-1.065	.450	-.813	.450	-.786
		.763	-.353	.250	-.929	.500	-.566	.500	-.543	.500	-.685
		.803	-.295	.300	-.961	.550	-.483	.550	-.444	.550	-.396
		.882	-.306	.350	-.947	.600	-.449	.600	-.404	.600	-.330
		.961	-.141	.400	-.962	.650	-.404	.650	-.362	.650	-.321
				.450	-.874	.700	-.346	.700	-.323	.700	-.328
				.500	-.535	.750	-.293	.990	-.071	.750	-.338
				.550	-.452	.850	-.207			.850	-.124
				.600	-.434	.950	-.074			.950	.047
				.650	-.421					.990	.108
				.700	-.392						
				.800	-.198						
				.900	-.010						
				.950	.066						
				.990	.116						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	.009	.005	.924	.005	.865	.005	.837	.005	.714
		.222	-.073	.025	.140	.025	.162	.025	.163	.025	.131
		.338	-.193	.050	-.011	.050	-.044	.050	-.040	.050	-.228
		.449	-.302	.100	-.221	.100	-.190	.100	-.188	.100	-.233
		.527	-.415	.120	-.248	.180	-.276	.180	-.342	.180	-.266
		.605	-.419	.180	-.296	.400	-.469	.300	-.384	.300	-.342
		.684	-.414	.250	-.347	.500	-.541	.400	-.459	.400	-.411
		.724	-.275	.300	-.394	.600	-.373	.500	-.493	.500	-.390
		.763	-.163	.400	-.453	.650	-.199	.600	.321	.600	-.267
		.803	-.039	.500	-.559	.700	-.073	.650	-.171	.650	-.159
		.842	.073	.600	-.374	.750	.037	.700	-.050	.700	-.050
		.921	.162	.650	-.217	.800	.136	.750	.060	.750	.086
		.961	.175	.700	-.081	.900	.220	.800	.146	.800	.186
				.750	.038	.950	.243				
				.800	.113						
				.900	.223						
				.950	.249						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 3.99^\circ$; $C_L = 0.467$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE						WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.671	.223	-.576	.000	.906	0.000	.979	0.000	1.003	0.000	.958
.747	-.462	.346	-.719	.003	.070	.010	-.713	.010	-.503	.010	-.326
.763	-.453	.448	-.843	.010	-.818	.030	-1.103	.030	-1.056	.030	-1.010
.778	-.313	.487	-.890	.020	-1.107	.050	-1.109	.050	-1.147	.050	-1.106
		.527	-.550	.025	-1.250	.100	-1.051	.100	-1.016	.100	-1.076
		.566	-.380	.030	-1.324	.180	-1.078	.180	-1.031	.180	-1.017
		.605	-.249	.050	-1.392	.300	-1.130	.300	-1.077	.300	-.945
		.669	-.201	.100	-1.352	.350	-1.097	.350	-.932	.350	-.912
		.684	-.224	.120	-1.320	.400	-.659	.400	-.610	.400	-.877
		.724	-.305	.180	-1.272	.450	-.555	.450	-.515	.450	-.737
		.763	-.326	.250	-.981	.500	-.524	.500	-.491	.500	-.441
		.803	-.275	.300	-.994	.550	-.505	.550	-.468	.550	-.349
		.882	-.289	.350	-1.005	.600	-.477	.600	-.451	.600	-.340
		.961	-.155	.400	-1.011	.650	-.464	.650	-.426	.650	-.354
				.450	-1.029	.700	-.430	.700	-.403	.700	-.362
				.500	-.593	.750	-.403	.750	-.394	.750	-.386
				.550	-.456	.850	-.329			.850	-.173
				.600	-.392	.950	-.244			.950	-.000
				.650	-.355					.990	.058
				.700	-.332						
				.800	-.203						
				.900	-.038						
				.950	.038						
				.990	.087						
						WING LOWER SURFACE					
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.051	.005	.964	.005	.911	.005	.893	.005	.774	.005	.774
.222	-.028	.025	.260	.025	.267	.025	.256	.025	.227	.025	.227
.338	-.160	.050	.075	.050	.058	.050	.044	.050	-.130	.050	-.130
.448	-.262	.100	-.150	.100	-.092	.100	-.112	.100	-.163	.100	-.163
.527	-.369	.120	-.158	.180	-.211	.180	-.257	.180	-.206	.180	-.206
.605	-.408	.180	-.217	.400	-.421	.300	-.323	.300	-.306	.300	-.306
.684	-.410	.250	-.285	.500	-.524	.400	-.416	.400	-.394	.400	-.394
.724	-.272	.300	-.324	.600	-.443	.500	-.492	.500	-.408	.500	-.408
.763	-.158	.400	-.412	.650	-.233	.600	-.365	.600	-.287	.600	-.287
.803	-.035	.500	-.527	.700	-.085	.650	-.197	.650	-.176	.650	-.176
.842	.073	.600	-.410	.750	.017	.700	-.078	.700	-.060	.700	-.060
.921	.165	.650	-.236	.800	.112	.750	.038	.750	.075	.750	.075
.961	.175	.700	-.098	.900	.198	.800	.122	.800	.177	.800	.177
		.750	.029	.950	.193						
		.800	.101								
		.900	.216								
		.950	.236								

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 5.00^\circ$; $C_L = 0.529$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.675	.223	-.660	.000	.856	.000	.935	.000	.988	.000	.931	.010	-.400						
.747	-.407	.346	-.751	.003	-.035	.010	-.796	.010	-.597	.010	-.400	.030	-1.086						
.763	-.472	.448	-.879	.010	-.919	.030	-1.169	.030	-1.140	.030	-1.086	.050	-1.160						
.778	-.324	.487	-.972	.020	-1.190	.050	-1.168	.050	-1.236	.050	-1.160	.100	-1.152						
		.527	-.613	.025	-1.338	.100	-1.145	.100	-1.130	.100	-1.152	.180	-1.098						
		.566	-.440	.030	-1.399	.180	-1.159	.180	-1.116	.180	-1.098	.300	-1.021						
		.605	-.298	.050	-1.485	.300	-.933	.300	-.726	.300	-1.021	.350	-.940						
		.669	-.232	.100	-1.455	.350	-.640	.350	-.624	.350	-.940	.400	-.706						
		.684	-.234	.120	-1.428	.400	-.606	.400	-.573	.400	-.706	.450	-.527						
		.724	-.299	.180	-1.392	.450	-.583	.450	-.551	.450	-.527	.500	-.420						
		.763	-.297	.250	-1.297	.500	-.563	.500	-.544	.500	-.420	.550	-.388						
		.803	-.265	.300	-1.075	.550	-.537	.550	-.513	.550	-.388	.600	-.374						
		.882	-.300	.350	-1.038	.600	-.519	.600	-.491	.600	-.374	.650	-.383						
		.961	-.161	.400	-1.001	.650	-.497	.650	-.469	.650	-.383	.700	-.378						
				.450	-.732	.700	-.480	.700	-.449	.700	-.378	.750	-.380						
				.500	-.556	.750	-.457	.750	-.292	.750	-.380	.850	-.217						
				.550	-.521	.850	-.401	.850		.850	-.217	.950	-.080						
				.600	-.428	.950	-.323	.950		.950	-.080	.990	-.042						
				.650	-.403														
				.700	-.345														
				.800	-.215														
				.900	-.069														
				.950	-.016														
				.990	.024														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP						
		.148	.085	.005	.999	.005	.944	.005	.944	.005	.810	.005	.810						
		.222	.003	.025	.361	.025	.364	.025	.348	.025	.312	.025	.312						
		.338	-.116	.050	.167	.050	.142	.050	.127	.050	-.047	.050	-.047						
		.448	-.226	.100	-.061	.100	-.038	.100	-.028	.100	-.120	.100	-.120						
		.527	-.335	.120	-.062	.180	-.136	.180	-.177	.180	-.151	.180	-.151						
		.605	-.378	.180	-.155	.400	-.376	.300	-.273	.300	-.279	.300	-.279						
		.684	-.403	.250	-.222	.500	-.474	.400	-.386	.400	-.372	.400	-.372						
		.724	-.275	.300	-.265	.600	-.503	.500	-.465	.500	-.409	.500	-.409						
		.763	-.164	.400	-.371	.650	-.247	.600	-.394	.600	-.301	.600	-.301						
		.803	-.035	.500	-.487	.700	-.113	.650	-.212	.650	-.193	.650	-.193						
		.842	.077	.600	-.442	.750	.005	.700	-.101	.700	-.090	.700	-.090						
		.921	.166	.650	-.246	.800	.101	.750	.024	.750	.059	.750	.059						
		.961	.173	.700	-.107	.900	.174	.800	.107	.800	.163	.800	.163						
				.750	.023	.950	.163												
				.800	.106														
				.900	.206														
				.950	.223														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(h) M = 0.825 - Continued

$\alpha = 6.00^\circ$ $C_L = 0.598$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.594	.223	-.726	0.000	.906	0.000	.957	0.000	.890
.747	-.446	.346	-.793	.003	-.139	.010	-.700	.010	-.497
.763	-.559	.448	-.918	.010	-.979	.030	-1.200	.030	-1.170
.778	-.351	.487	-.848	.020	-1.271	.050	-1.274	.050	-1.265
		.527	-.539	.025	-1.396	.100	-1.230	.100	-1.242
		.566	-.409	.030	-1.468	.180	-1.235	.180	-1.119
		.605	-.286	.050	-1.565	.300	-.885	.300	-.674
		.669	-.235	.100	-1.530	.350	-.696	.350	-.633
		.684	-.234	.120	-1.519	.400	-.659	.400	-.609
		.724	-.297	.180	-1.422	.450	-.626	.450	-.599
		.763	-.294	.250	-.989	.500	-.599	.500	-.580
		.803	-.279	.300	-.894	.550	-.577	.550	-.546
		.882	-.355	.350	-.805	.600	-.554	.600	-.530
		.961	-.197	.400	-.792	.650	-.534	.650	-.498
				.450	-.738	.700	-.486	.700	-.487
				.500	-.699	.750	-.458	.990	-.328
				.550	-.636	.850	-.408		
				.600	-.586	.950	-.331		
				.650	-.503				
				.700	-.464				
				.800	-.371				
				.900	-.303				
				.950	-.222				
				.990	-.194				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.146	.005	1.018	.005	.976	.005	.964	.005	.861
.222	.053	.025	.440	.025	.455	.025	.431	.025	.379
.338	-.094	.050	.238	.050	.221	.050	.195	.050	.044
.448	-.199	.100	.009	.100	.055	.100	.037	.100	-.038
.527	-.296	.120	-.016	.180	-.092	.180	-.125	.180	-.115
.605	-.350	.180	-.095	.400	-.337	.300	-.236	.300	-.244
.684	-.390	.250	-.166	.500	-.438	.400	-.342	.400	-.343
.724	-.274	.300	-.228	.600	-.515	.500	-.464	.500	-.394
.763	-.173	.400	-.322	.650	-.261	.600	-.432	.600	-.308
.803	-.049	.500	-.451	.700	-.122	.650	-.221	.650	-.208
.842	.064	.600	-.478	.750	-.009	.700	-.109	.700	-.107
.921	.160	.650	-.266	.800	.084	.750	.016	.750	.040
.961	.168	.700	-.133	.900	.162	.800	.102	.800	.146
		.750	-.006	.950	.154				
		.800	.080						
		.900	.178						
		.950	.159						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(h) $M = 0.825$ - Concluded

$\alpha = 6.91^\circ$; $C_L = 0.653$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.580	.223	-.774	0.000	.760	0.000	.854	0.000	.870
.747	-.763	.346	-.832	.003	-.249	.010	-.964	.010	-.781
.763	-.861	.448	-.724	.010	-.852	.030	-1.319	.030	-1.256
.778	-.397	.487	-.476	.020	-.838	.050	-1.320	.050	-1.370
		.527	-.365	.025	-.838	.100	-1.289	.100	-1.254
		.566	-.290	.030	-.768	.180	-1.287	.180	-1.081
		.605	-.206	.050	-.743	.300	-.935	.300	-.718
		.669	-.202	.100	-.880	.350	-.824	.350	-.678
		.684	-.216	.120	-.813	.400	-.699	.400	-.661
		.724	-.316	.180	-.740	.450	-.665	.450	-.644
		.763	-.377	.250	-.812	.500	-.614	.500	-.630
		.803	-.399	.300	-.837	.550	-.592	.550	-.574
		.882	-.607	.350	-.938	.600	-.563	.600	-.565
		.961	-.224	.400	-.795	.650	-.537	.650	-.536
				.450	-.841	.700	-.514	.700	-.531
				.500	-.795	.750	-.493	.990	-.352
				.550	-.761	.850	-.421		
				.600	-.731	.950	-.311		
				.650	-.667				
				.700	-.612				
				.800	-.509				
				.900	-.406				
				.950	-.348				
				.990	-.284				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.177	.005	1.031	.005	1.000	.005	.984	.005	.889
.222	.085	.025	.541	.025	.517	.025	.513	.025	.447
.338	-.052	.050	.295	.050	.312	.050	.263	.050	.103
.448	-.159	.100	.067	.100	.119	.100	.096	.100	.017
.527	-.264	.120	.052	.180	-.030	.180	-.063	.180	-.069
.605	-.329	.180	-.038	.400	-.294	.300	-.185	.300	-.210
.684	-.409	.250	-.123	.500	-.403	.400	-.310	.400	-.321
.724	-.286	.300	-.185	.600	-.567	.500	-.423	.500	-.385
.763	-.194	.400	-.286	.650	-.271	.600	-.439	.600	-.319
.803	-.054	.500	-.426	.700	-.123	.650	-.228	.650	-.212
.842	.062	.600	-.508	.750	-.013	.700	-.112	.700	-.110
.921	.146	.650	-.281	.800	.090	.750	.016	.750	.033
.961	.149	.700	-.145	.900	.167	.800	.096	.800	.148
		.750	-.021	.950	.153				
		.800	.066						
		.900	.161						
		.950	.136						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(1) $M = 0.85$

$\alpha = -2.07^\circ$; $C_L = -0.164$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.484	.223	-.205	0.000	1.058	0.000	1.038	0.000	1.007
.747	-.501	.346	-.335	.003	.768	.010	.146	.010	.272
.763	-.705	.448	-.309	.010	.115	.030	-.174	.030	-.119
.778	-.372	.487	-.249	.020	-.169	.050	-.135	.050	-.215
		.527	-.183	.025	-.263	.100	-.252	.100	-.240
		.566	-.108	.030	-.343	.180	-.375	.180	-.349
		.605	-.035	.050	-.374	.300	-.430	.300	-.511
		.669	-.033	.100	-.360	.350	-.406	.350	-.516
		.684	-.093	.120	-.371	.400	-.428	.400	-.492
		.724	-.228	.180	-.315	.450	-.456	.450	-.514
		.763	-.277	.250	-.334	.500	-.477	.500	-.536
		.803	-.256	.300	-.343	.550	-.521	.550	-.578
		.882	-.464	.350	-.321	.600	-.561	.600	-.601
		.961	-.270	.400	-.320	.650	-.644	.650	-.622
				.450	-.324	.700	-.674	.700	-.680
				.500	-.342	.750	-.724	.990	.016
				.550	-.382	.850	-.364		
				.600	-.456	.950	-.144		
				.650	-.475				
				.700	-.571				
				.800	-.719				
				.900	-.203				
				.950	-.101				
				.990	-.343				
								</	

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continue 1

(i) M = 0.85 - Continued

$\alpha = -0.07^\circ$; $C_L = 0.009$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.537	.223	-.308	0.000	1.060	0.000	1.054	0.000	1.045	0.000	.997
.747	-.592	.346	-.501	.003	.559	.010	-.175	.010	.013	.010	.121
.763	-.699	.448	-.462	.010	-.267	.030	-.478	.030	-.460	.030	-.499
.778	-.311	.487	-.298	.020	-.546	.050	-.470	.050	-.624	.050	-.573
		.527	-.221	.025	-.654	.100	-.478	.100	-.414	.100	-.495
		.566	-.140	.030	-.721	.180	-.585	.180	-.562	.180	-.488
		.605	-.062	.050	-.741	.300	-.682	.300	-.667	.300	-.580
		.669	-.054	.100	-.573	.350	-.694	.350	-.699	.350	-.570
		.684	-.110	.120	-.591	.400	-.689	.400	-.710	.400	-.590
		.724	-.240	.180	-.594	.450	-.585	.450	-.738	.450	-.605
		.763	-.294	.250	-.641	.500	-.505	.500	-.753	.500	-.631
		.803	-.275	.300	-.662	.550	-.552	.550	-.779	.550	-.645
		.882	-.474	.350	-.381	.600	-.602	.600	-.765	.600	-.618
		.961	-.149	.400	-.345	.650	-.682	.650	-.649	.650	-.613
				.450	-.357	.700	-.718	.700	-.308	.700	-.293
				.500	-.374	.750	-.481	.750	.129	.750	-.284
				.550	-.413	.850	-.103			.850	-.074
				.600	-.489	.950	.042			.950	.085
				.650	-.501					.990	.139
				.700	-.593						
				.800	-.522						
				.900	-.053						
				.950	.017						
				.990	.052						

WING LOWER SURFACE		X/C		X/C		X/C		X/C		X/C	
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.129	.005	.708	.005	.628	.005	.588	.005	.449	.005	.449
.222	-.184	.025	-.247	.025	-.179	.025	-.188	.025	-.165	.025	-.165
.338	-.312	.050	-.357	.050	-.452	.050	-.356	.050	-.586	.050	-.586
.448	-.385	.100	-.528	.100	-.519	.100	-.508	.100	-.555	.100	-.555
.527	-.519	.120	-.557	.180	-.544	.180	-.619	.180	-.523	.180	-.523
.605	-.632	.180	-.554	.400	-.696	.300	-.643	.300	-.601	.300	-.601
.684	-.779	.250	-.573	.500	-.788	.400	-.726	.400	-.620	.400	-.620
.724	-.514	.300	-.566	.600	-.243	.500	-.817	.500	-.695	.500	-.695
.763	-.263	.400	-.658	.650	-.206	.600	-.292	.600	-.234	.600	-.234
.803	-.176	.900	-.758	.700	-.183	.650	-.194	.650	-.140	.650	-.140
.842	-.124	.600	-.296	.750	-.156	.700	-.148	.700	-.043	.700	-.043
.921	.021	.650	-.237	.800	-.139	.750	-.104	.750	.039	.750	.039
.961	.106	.700	-.214	.900	-.060	.800	-.067	.800	.106	.800	.106
		.750	-.191	.950	.008						
		.800	-.166								
		.900	-.100								
		.950	-.013								

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(1) $M = 0.85$ - Continued

$\alpha = 1.46^\circ$; $C_L = 0.168$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.540	.222	-.400	0.000	1.027	0.000	1.042	0.000	1.041
.747	-.655	.346	-.601	.003	.382	.010	-.348	.010	-.189
.763	-.684	.448	-.643	.010	-.494	.030	-.756	.030	-.730
.778	-.288	.487	-.548	.020	-.749	.050	-.751	.050	-.785
		.527	-.312	.025	-.893	.100	-.671	.100	-.646
		.566	-.196	.030	-.950	.180	-.763	.180	-.685
		.605	-.108	.050	-.935	.300	-.834	.300	-.789
		.669	-.092	.100	-.816	.350	-.836	.350	-.818
		.684	-.136	.120	-.812	.400	-.857	.400	-.844
		.724	-.256	.180	-.766	.450	-.866	.450	-.871
		.763	-.308	.250	-.766	.500	-.863	.500	-.855
		.803	-.298	.300	-.788	.550	-.881	.550	-.490
		.882	-.491	.350	-.798	.600	-.610	.600	-.336
		.961	-.131	.400	-.803	.650	-.342	.650	-.297
				.450	-.476	.700	-.271	.700	-.265
				.500	-.389	.750	-.221	.990	-.031
				.550	-.400	.850	-.104		
				.600	-.472	.950	.040		
				.650	-.508				
				.700	-.605				
				.800	-.230				
				.900	.004				
				.950	.073				
				.990	.115				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.050	.005	.830	.005	.788	.005	.703	.005	.588
.222	-.126	.025	-.019	.025	-.018	.025	.020	.025	-.051
.338	-.246	.050	-.155	.050	-.237	.050	-.203	.050	-.439
.448	-.341	.100	-.390	.100	-.330	.100	-.346	.100	-.375
.527	-.460	.120	-.386	.180	-.388	.180	-.468	.180	-.391
.605	-.581	.180	-.389	.400	-.588	.300	-.543	.300	-.506
.684	-.728	.250	-.440	.500	-.714	.400	-.604	.400	-.548
.724	-.536	.300	-.491	.600	-.389	.500	-.728	.500	-.649
.763	-.211	.400	-.575	.650	-.228	.600	-.367	.600	-.256
.803	-.099	.500	-.692	.700	-.173	.650	-.208	.650	-.152
.842	-.025	.600	-.527	.750	-.122	.700	-.119	.700	-.045
.921	.107	.650	-.244	.800	-.082	.750	-.058	.750	.056
.96	.146	.700	-.192	.900	.042	.800	-.003	.800	.130
		.750	-.144	.950	.090				
		.800	-.108						
		.900	.012						
		.950	.098						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(i) $M = 0.85$ - Continued

$\alpha = 1.96^\circ$; $C_L = 0.217$

STATION .149		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.571	.723	-.437	0.000	1.002	0.000	1.030	0.000	1.039
.747	-.679	.346	-.623	.003	.334	.010	-.412	.010	-.229
.763	-.619	.448	-.673	.010	-.540	.030	-.827	.030	-.785
.778	-.287	.487	-.690	.020	-.809	.050	-.806	.050	-.858
		.527	-.381	.025	-.947	.100	-.741	.100	-.679
		.566	-.237	.030	-1.042	.180	-.799	.180	-.771
		.605	-.134	.050	-1.030	.300	-.888	.300	-.830
		.669	-.115	.100	-1.014	.350	-.904	.350	-.852
		.684	-.150	.120	-.934	.400	-.922	.400	-.873
		.724	-.265	.180	-.907	.450	-.934	.450	-.880
		.763	-.324	.250	-.811	.500	-.942	.500	-.683
		.803	-.310	.300	-.834	.550	-.535	.550	-.367
		.882	-.512	.350	-.840	.600	-.418	.600	-.333
		.961	-.129	.400	-.845	.650	-.340	.650	-.309
				.450	-.825	.700	-.309	.700	-.286
				.500	-.453	.750	-.264	.990	-.090
				.550	-.425	.850	-.203		
				.600	-.472	.950	-.070		
				.650	-.505				
				.700	-.587				
				.800	-.211				
				.900	.004				
				.950	.075				
				.990	.113				
						</			

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(i) $M = 0.85$ - Continued

$\alpha = 2.47^\circ$; $C_L = 0.267$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.596	.223	-.456	0.000	1.005	0.000	1.029	0.000	1.042	0.000	.996
.747	-.734	.346	-.637	.003	.278	.010	-.468	.010	-.289	.010	-.099
.763	-.605	.448	-.716	.010	-.585	.030	-.846	.030	-.832	.030	-.785
.778	-.284	.497	-.729	.020	-.861	.050	-.866	.050	-.909	.050	-.890
		.527	-.443	.025	-1.306	.100	-.804	.100	-.771	.100	-.846
		.566	-.280	.030	-1.104	.180	-.860	.180	-.830	.180	-.807
		.605	-.160	.050	-1.136	.300	-.913	.300	-.878	.300	-.755
		.669	-.127	.100	-1.065	.350	-.934	.350	-.904	.350	-.731
		.684	-.151	.120	-1.060	.400	-.964	.400	-.920	.400	-.739
		.724	-.271	.180	-.828	.450	-.985	.450	-.801	.450	-.746
		.763	-.336	.250	-.846	.500	-.710	.500	-.450	.500	-.766
		.803	-.331	.300	-.876	.550	-.426	.550	-.384	.550	-.728
		.882	-.488	.350	-.868	.600	-.395	.600	-.354	.600	-.399
		.961	-.130	.400	-.984	.650	-.371	.650	-.337	.650	-.274
				.450	-.906	.700	-.342	.700	-.324	.700	-.262
				.500	-.685	.750	-.309	.990	-.137	.750	-.279
				.550	-.471	.850	-.242			.850	-.113
				.600	-.468	.950	-.133			.950	.045
				.650	-.444					.990	.088
				.700	-.452						
				.800	-.207						
				.900	-.004						
				.950	.065						
				.990	.102						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.008	.005	.895	.005	.834	.005	.799	.005	.646		
.222	-.074	.025	.175	.025	.103	.025	.125	.025	.056		
.338	-.207	.050	-.062	.050	-.128	.050	-.109	.050	-.321		
.448	-.310	.100	-.288	.100	-.227	.100	-.257	.100	-.283		
.527	-.433	.120	-.288	.180	-.326	.180	-.403	.180	-.352		
.605	-.535	.180	-.313	.400	-.538	.300	-.417	.300	-.445		
.684	-.679	.250	-.387	.500	-.650	.400	-.552	.400	-.498		
.724	-.496	.300	-.438	.600	-.821	.500	-.665	.500	-.604		
.763	-.174	.400	-.524	.650	-.279	.600	-.743	.600	-.358		
.803	-.061	.500	-.632	.700	-.166	.650	-.259	.650	-.164		
.842	.023	.600	-.807	.750	-.101	.700	-.143	.700	-.052		
.921	.136	.650	-.288	.800	-.052	.750	-.061	.750	.054		
.961	.164	.700	-.178	.900	.103	.800	-.009	.800	.130		
		.750	-.105	.950	.132						
		.800	-.047								
		.900	.107								
		.950	.190								

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(i) $M = 0.85$ - Continued

$\alpha = 2.99^\circ$; $C_L = 0.315$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.618	.223	-.473	.000	.986	.000	1.042	.000	.982
.747	-.758	.346	-.644	.003	.253	.010	-.305	.010	-.134
.763	-.530	.448	-.751	.010	-.626	.030	-.869	.030	-.830
.778	-.286	.487	-.802	.020	-.911	.050	-.954	.050	-.919
		.527	-.497	.025	-1.064	.100	-.873	.100	-.900
		.566	-.330	.030	-1.147	.180	-.891	.180	-.852
		.605	-.202	.050	-1.195	.300	-.924	.300	-.790
		.669	-.152	.100	-1.117	.350	-.953	.350	-.780
		.684	-.174	.120	-1.117	.400	-.898	.400	-.782
		.724	-.283	.180	-.858	.450	-.633	.450	-.786
		.763	-.353	.250	-.870	.500	-.439	.500	-.802
		.803	-.345	.300	-.893	.550	-.398	.550	-.699
		.882	-.414	.350	-.910	.600	-.387	.600	-.364
		.961	-.135	.400	-.914	.650	-.370	.650	-.288
				.450	-.935	.700	-.347	.700	-.276
				.500	-.841	.750	-.355	.750	-.290
				.550	-.510	.850	-.309	.850	-.138
				.600	-.429	.950	-.229	.950	.004
				.650	-.390			.990	.050
				.700	-.395				
				.800	-.203				
				.900	-.028				
				.950	.038				
				.990	.082				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.017	.005	.923	.005	.862	.005	.828	.005	.704
.222	-.066	.025	.137	.025	.151	.025	.143	.025	.092
.338	-.192	.050	-.037	.050	-.051	.050	-.070	.050	-.265
.448	-.301	.100	-.242	.100	-.209	.100	-.211	.100	-.260
.527	-.421	.120	-.232	.180	-.282	.180	-.344	.180	-.310
.605	-.523	.180	-.288	.400	-.508	.370	-.398	.300	-.375
.684	-.661	.250	-.356	.500	-.625	.400	-.523	.400	-.497
.724	-.446	.300	-.405	.600	-.809	.500	-.628	.500	-.599
.763	-.175	.400	-.496	.650	-.332	.600	-.790	.600	-.368
.803	-.056	.500	-.615	.700	-.169	.650	-.272	.650	-.175
.842	.033	.600	-.798	.750	-.092	.700	-.136	.700	-.059
.921	.139	.650	-.297	.800	-.036	.750	-.054	.750	.051
.961	.165	.700	-.149	.900	.109	.800	.039	.800	.126
		.750	-.058	.950	.127				
		.800	-.008						
		.900	.147						
		.950	.197						

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OF POOR QUALITY

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(i) M = 0.85 - Continued

$\alpha = 3.98^\circ$; $C_L = 0.397$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.656	.223	-.558	0.000	.944	0.000	.993	0.000	.968
.747	-.764	.346	-.668	.003	.144	.010	-.624	.010	-.239
.763	-.411	.448	-.797	.010	-.738	.030	-.999	.030	-.919
.778	-.294	.487	-.885	.020	-1.015	.050	-.985	.050	-1.001
		.527	-.643	.025	-1.143	.100	-.967	.100	-.978
		.566	-.428	.030	-1.231	.180	-.987	.180	-.953
		.605	-.275	.050	-1.306	.300	-1.039	.300	-.893
		.669	-.203	.100	-1.250	.350	-.989	.350	-.875
		.684	-.203	.120	-1.241	.400	-.634	.400	-.845
		.724	-.294	.180	-1.184	.450	-.483	.450	-.839
		.763	-.375	.250	-.924	.500	-.474	.500	-.715
		.803	-.363	.300	-.935	.550	-.452	.550	-.501
		.882	-.331	.350	-.942	.600	-.445	.600	-.362
		.961	-.144	.400	-.951	.650	-.429	.650	-.315
				.450	-.977	.700	-.437	.700	-.325
				.500	-.979	.750	-.416	.750	-.336
				.550	-.526	.850	-.375	.850	-.192
				.600	-.425	.950	-.317	.950	-.066
				.650	-.372			.990	-.036
				.700	-.331				
				.800	-.204				
				.900	-.069				
				.950	-.013				
				.990	.024				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.065	.005	.960	.005	.912	.005	.879	.005	.739
.222	-.028	.025	.251	.025	.258	.025	.249	.025	.205
.338	-.155	.050	.073	.050	.048	.050	.030	.050	-.157
.448	-.269	.100	-.147	.100	-.123	.100	-.117	.100	-.198
.527	-.390	.120	-.162	.180	-.215	.180	-.269	.180	-.250
.605	-.473	.180	-.220	.400	-.449	.300	-.341	.300	-.342
.684	-.609	.250	-.291	.500	-.567	.400	-.460	.400	-.466
.724	-.411	.300	-.351	.600	-.776	.500	-.578	.500	-.565
.763	-.180	.400	-.437	.650	-.434	.600	-.786	.600	-.498
.803	-.053	.500	-.575	.700	-.190	.650	-.320	.650	-.194
.842	.043	.600	-.745	.750	-.087	.700	-.139	.700	-.079
.921	.148	.650	-.390	.800	-.029	.750	-.056	.750	.040
.961	.165	.700	-.161	.900	.117	.800	.016	.800	.113
		.750	-.076	.950	.125				
		.800	-.007						
		.900	.145						
		.950	.196						

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(i) $M = 0.85$ - Continued

$\alpha = 4.93^\circ$; $C_L = 0.467$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.677	.223	-.624	0.000	.900	0.000	.973	0.000	.954
.747	-.693	.346	-.702	.003	.053	.010	-.697	.010	-.338
.763	-.409	.448	-.829	.010	-.821	.030	-1.052	.030	-.974
.778	-.307	.487	-.939	.020	-1.080	.050	-1.095	.050	-1.086
		.527	-.753	.025	-1.209	.100	-1.038	.100	-1.058
		.566	-.504	.030	-1.295	.180	-1.060	.180	-1.038
		.605	-.346	.050	-.375	.300	-1.056	.300	-.952
		.669	-.259	.100	-1.337	.350	-.714	.350	-.928
		.684	-.238	.120	-1.335	.400	-.569	.400	-.877
		.724	-.309	.180	-1.289	.450	-.529	.450	-.631
		.763	-.378	.250	-1.225	.500	-.524	.500	-.526
		.803	-.384	.300	-1.031	.550	-.501	.550	-.459
		.882	-.324	.350	-.987	.600	-.490	.600	-.407
		.961	-.158	.400	-.986	.650	-.478	.650	-.381
				.450	-.998	.700	-.477	.700	-.373
				.500	-.858	.750	-.472	.750	-.360
				.550	-.527	.800	-.435	.800	-.275
				.600	-.452	.850	-.389	.850	-.179
				.650	-.418			.900	-.159
				.700	-.356				
				.800	-.234				
				.900	-.111				
				.950	-.054				
				.990	-.039				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.093	.005	.993	.005	.945	.005	.924	.005	.795
.222	.025	.025	.339	.025	.338	.025	.321	.025	.280
.338	-.125	.050	.158	.050	.109	.050	.103	.050	-.081
.448	-.240	.100	-.068	.100	-.023	.100	-.055	.100	-.112
.527	-.355	.120	-.084	.180	-.168	.180	-.191	.180	-.192
.605	-.391	.180	-.166	.400	-.404	.300	-.298	.300	-.320
.684	-.603	.250	-.243	.500	-.531	.400	-.417	.400	-.442
.724	-.388	.300	-.302	.600	-.749	.500	-.553	.500	-.545
.763	-.176	.400	-.387	.650	-.547	.600	-.769	.600	-.581
.803	-.051	.500	-.522	.700	-.166	.650	-.462	.650	-.213
.842	.056	.600	-.731	.750	-.073	.700	-.153	.700	-.093
.921	.149	.650	-.466	.800	.024	.750	-.048	.750	.023
.961	.164	.700	-.167	.900	.130	.800	.014	.800	.170
		.750	-.044	.950	.128				
		.800	.027						
		.900	.162						
		.950	.183						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(i) M = 0.85 - Continued

$\alpha = 5.95^\circ$; $C_L = 0.538$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.622	.223	-.670	0.000	.840	0.000	.931	0.000	.922
.747	-.623	.346	-.747	.003	-.065	.010	-.797	.010	-.397
.763	-.620	.448	-.859	.010	-.885	.030	-1.129	.030	-1.049
.778	-.352	.487	-.980	.020	-1.149	.050	-1.153	.050	-1.148
		.527	-.635	.025	-1.271	.100	-1.108	.100	-1.132
		.566	-.462	.030	-1.349	.180	-1.131	.180	-1.090
		.605	-.334	.050	-1.435	.300	-.872	.300	-1.003
		.669	-.254	.100	-1.421	.350	-.681	.350	-.812
		.684	-.228	.120	-1.405	.400	-.598	.400	-.599
		.724	-.282	.180	-1.361	.450	-.572	.450	-.551
		.763	-.327	.250	-.973	.500	-.573	.500	-.518
		.803	-.304	.300	-.828	.550	-.535	.550	-.489
		.882	-.377	.350	-.785	.600	-.531	.600	-.466
		.961	-.226	.400	-.749	.650	-.517	.650	-.439
				.450	-.713	.700	-.507	.700	-.428
				.500	-.653	.750	-.477	.990	-.382
				.550	-.642	.850	-.440		
				.600	-.581	.950	-.373		
				.650	-.524				
				.700	-.484				
				.800	-.398				
				.900	-.315				
				.950	-.260				
				.990	-.247				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.131	.005	1.014	.005	.976	.005	.957	.005	.847
.222	.054	.025	.442	.025	.427	.025	.431	.025	.354
.338	-.085	.050	.231	.050	.199	.050	.186	.050	.003
.448	-.206	.100	-.008	.100	.047	.100	.019	.100	-.066
.527	-.327	.120	-.028	.180	-.099	.180	-.149	.180	-.139
.605	-.384	.180	-.107	.400	-.360	.300	-.257	.300	-.279
.684	-.586	.250	-.186	.500	-.500	.400	-.381	.400	-.413
.724	-.402	.300	-.244	.600	-.717	.500	-.517	.500	-.521
.763	-.196	.400	-.346	.650	-.710	.600	-.740	.600	-.633
.803	-.060	.500	-.482	.700	-.184	.650	-.458	.650	-.239
.842	.047	.600	-.692	.750	-.059	.700	-.150	.700	-.113
.921	.146	.650	-.600	.800	.026	.750	-.035	.750	.018
.961	.157	.700	-.172	.900	.137	.800	.043	.800	.113
		.750	-.038	.950	.130				
		.800	.037						
		.900	.147						
		.950	.140						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(i) $M = 0.85$ - Concluded

$\alpha = 6.97^\circ$; $C_L = 0.615$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.541	.223	-.734	0.000	.784	0.000	.889	0.000	.953	0.000	.896	0.000	.896	0.000	.896				
.747	-.717	.346	-.788	.003	-.147	.010	-.872	.010	-.660	.010	-.467	.010	-.467	.010	-.467				
.763	-.848	.448	-.850	.010	-.903	.030	-1.195	.030	-1.163	.030	-1.125	.030	-1.125	.030	-1.125				
.778	-.474	.487	-.525	.020	-.938	.050	-1.209	.050	-1.250	.050	-1.200	.050	-1.200	.050	-1.200				
		.527	-.417	.025	-1.091	.100	-1.185	.100	-1.163	.100	-1.196	.100	-1.196	.100	-1.196				
		.566	-.346	.030	-.872	.180	-1.191	.180	-1.086	.180	-1.138	.180	-1.138	.180	-1.138				
		.605	-.226	.050	-.999	.300	-.786	.300	-.655	.300	-.926	.300	-.926	.300	-.926				
		.669	-.179	.100	-.752	.350	-.678	.350	-.608	.350	-.711	.350	-.711	.350	-.711				
		.684	-.189	.120	-1.448	.400	-.632	.400	-.619	.400	-.602	.400	-.602	.400	-.602				
		.724	-.259	.180	-.795	.450	-.618	.450	-.577	.450	-.567	.450	-.567	.450	-.567				
		.763	-.342	.250	-.833	.500	-.583	.500	-.574	.500	-.535	.500	-.535	.500	-.535				
		.803	-.363	.300	-.860	.550	-.574	.550	-.569	.550	-.524	.550	-.524	.550	-.524				
		.882	-.621	.350	-.872	.600	-.573	.600	-.555	.600	-.508	.600	-.508	.600	-.508				
		.961	-.305	.400	-.867	.650	-.547	.650	-.563	.650	-.479	.650	-.479	.650	-.479				
				.450	-.840	.700	-.542	.700	-.523	.700	-.467	.700	-.467	.700	-.467				
				.500	-.802	.750	-.459	.750	-.419	.750	-.448	.750	-.448	.750	-.448				
				.550	-.785	.850	-.457	.850		.850	-.401	.850	-.401	.850	-.401				
				.600	-.697	.950	-.331	.950		.950	-.326	.950	-.326	.950	-.326				
				.650	-.691					.990	-.318	.990	-.318	.990	-.318				
				.700	-.614														
				.800	-.534														
				.900	-.408														
				.950	-.362														
				.990	-.312														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.178	.005	1.032	.005	1.002	.005	.984	.005	.889	.005	.889	.005	.889	.005	.889				
.222	.092	.025	.512	.025	.502	.025	.483	.025	.416	.025	.416	.025	.416	.025	.416				
.338	-.051	.050	.299	.050	.278	.050	.258	.050	.111	.050	.111	.050	.111	.050	.111				
.448	-.169	.100	.066	.100	.103	.100	.084	.100	-.010	.100	-.010	.100	-.010	.100	-.010				
.527	-.284	.120	.045	.180	-.046	.180	-.077	.180	-.089	.180	-.089	.180	-.089	.180	-.089				
.605	-.357	.180	-.059	.400	-.311	.300	-.211	.300	-.250	.300	-.250	.300	-.250	.300	-.250				
.684	-.553	.250	-.137	.500	-.442	.400	-.341	.400	-.374	.400	-.374	.400	-.374	.400	-.374				
.724	-.370	.300	-.184	.600	-.688	.500	-.475	.500	-.467	.500	-.467	.500	-.467	.500	-.467				
.763	-.205	.400	-.305	.650	-.647	.600	-.705	.600	-.629	.600	-.629	.600	-.629	.600	-.629				
.803	-.070	.500	-.468	.700	-.159	.650	-.469	.650	-.229	.650	-.229	.650	-.229	.650	-.229				
.842	.047	.600	-.669	.750	-.034	.700	-.131	.700	-.116	.700	-.116	.700	-.116	.700	-.116				
.921	.140	.650	-.535	.800	.056	.750	-.013	.750	.018	.750	.018	.750	.018	.750	.018				
.961	.133	.700	-.182	.900	.151	.800	.059	.800	.115	.800	.115	.800	.115	.800	.115				
		.750	-.035	.950	.124														
		.800	.038																
		.900	.140																
		.950	.117																

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) $M = 0.90$

$\alpha = -2.09^\circ$; $C_L = -0.214$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.365	.223	-.154	0.000	1.028	0.000	1.073	0.000	1.038	0.000	.988								
.747	-.414	.346	-.339	.003	.805	.010	.188	.010	.287	.010	.365								
.763	-.572	.448	-.274	.010	.133	.030	-.095	.030	-.091	.030	-.171								
.778	-.773	.487	-.183	.020	-.126	.050	-.126	.050	-.172	.050	-.307								
		.527	-.116	.025	-.234	.100	-.232	.100	-.188	.100	-.283								
		.566	-.039	.030	-.270	.180	-.341	.180	-.292	.180	-.258								
		.605	.043	.050	-.316	.300	-.413	.300	-.452	.300	-.451								
		.669	.046	.100	-.318	.350	-.381	.350	-.493	.350	-.455								
		.684	-.005	.120	-.336	.400	-.383	.400	-.506	.400	-.467								
		.724	-.131	.180	-.366	.450	-.402	.450	-.528	.450	-.493								
		.763	-.172	.250	-.427	.500	-.420	.500	-.546	.500	-.514								
		.803	-.151	.300	-.272	.550	-.448	.550	-.558	.550	-.550								
		.882	-.351	.350	-.272	.600	-.491	.600	-.568	.600	-.579								
		.961	-.637	.400	-.251	.650	-.565	.650	-.605	.650	-.584								
				.450	-.252	.700	-.594	.700	-.669	.700	-.619								
				.500	-.260	.750	-.639	.750	-.325	.750	-.643								
				.550	-.294	.850	-.720			.850	-.763								
				.600	-.368	.950	-.700			.950	-.241								
				.650	-.384					.990	-.216								
				.700	-.468														
				.800	-.609														
				.900	-.711														
				.950	-.757														
				.990	-.363														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.149	.005	.586	.005	.525	.005	.428	.005	.331								
		.222	-.200	.025	-.404	.025	-.303	.025	-.282	.025	-.242								
		.338	-.308	.050	-.673	.050	-.590	.050	-.458	.050	-.676								
		.448	-.418	.100	-.629	.100	-.570	.100	-.573	.100	-.667								
		.527	-.499	.120	-.620	.180	-.622	.180	-.674	.180	-.563								
		.605	-.613	.180	-.623	.400	-.763	.300	-.733	.300	-.679								
		.684	-.769	.250	-.645	.500	-.842	.400	-.778	.400	-.717								
		.724	-.821	.300	-.648	.600	-.408	.500	-.861	.500	-.780								
		.763	-.873	.400	-.691	.650	-.382	.600	-.384	.600	-.913								
		.803	-.890	.500	-.770	.700	-.389	.650	-.371	.650	-.591								
		.842	-.560	.600	-.903	.750	-.382	.700	-.366	.700	-.427								
		.921	-.337	.650	-.690	.800	-.380	.750	-.366	.750	-.407								
		.961	-.255	.700	-.430	.900	-.369	.800	-.274	.800	-.388								
				.750	-.413	.950	-.358												
				.800	-.414														
				.900	-.392														
				.950	-.360														

ORIGINAL FILED IN
OF POOR QUALITY

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) M = 0.90 - Continued

$\alpha = -1.08^\circ$; $C_L = -0.117$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.365	.223	-.214	0.000	1.090	0.000	1.072	0.000	1.053	0.000	1.007
.747	-.468	.346	-.387	.003	.680	.010	.053	.010	.178	.010	.316
.763	-.580	.448	-.440	.010	-.008	.030	-.263	.030	-.212	.030	-.309
.778	-.791	.487	-.225	.020	-.306	.050	-.261	.050	-.359	.050	-.436
		.527	-.141	.025	-.421	.100	-.317	.100	-.268	.100	-.379
		.566	-.056	.030	-.437	.180	-.414	.180	-.409	.180	-.388
		.605	.020	.050	-.514	.300	-.541	.300	-.521	.300	-.487
		.669	.026	.100	-.411	.350	-.546	.350	-.554	.350	-.492
		.684	-.019	.120	-.436	.400	-.531	.400	-.590	.400	-.497
		.724	-.137	.180	-.452	.450	-.569	.450	-.625	.450	-.529
		.763	-.190	.250	-.496	.500	-.521	.500	-.641	.500	-.559
		.803	-.171	.300	-.522	.550	-.432	.550	-.671	.550	-.599
		.842	-.356	.350	-.457	.600	-.473	.600	-.690	.600	-.627
		.961	-.646	.400	-.741	.650	-.566	.650	-.706	.650	-.645
				.450	-.239	.700	-.604	.700	-.757	.700	-.683
				.500	-.264	.750	-.656	.990	-.275	.750	-.718
				.550	-.301	.850	-.734			.850	-.779
				.600	-.376	.950	-.426			.950	-.237
				.650	-.399					.990	-.218
				.700	-.476						
				.800	-.622						
				.900	-.722						
				.950	-.599						
				.990	-.309						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.112	.005	.686	.005	.596	.005	.520	.005	.433
		.222	-.158	.025	-.258	.025	-.204	.025	-.185	.025	-.198
		.338	-.281	.050	-.552	.050	-.469	.050	-.393	.050	-.577
		.448	-.394	.100	-.507	.100	-.461	.100	-.455	.100	-.578
		.527	-.465	.120	-.539	.180	-.541	.180	-.611	.180	-.570
		.605	-.586	.180	-.551	.400	-.704	.300	-.641	.300	-.622
		.684	-.747	.250	-.577	.500	-.779	.400	-.701	.400	-.671
		.724	-.787	.300	-.580	.600	-.414	.500	-.820	.500	-.736
		.763	-.837	.400	-.633	.650	-.353	.600	-.387	.600	-.876
		.803	-.856	.500	-.725	.700	-.360	.650	-.345	.650	-.819
		.842	-.501	.600	-.883	.750	-.355	.700	-.355	.700	-.416
		.921	-.296	.650	-.467	.800	-.347	.750	-.354	.750	-.375
		.961	-.213	.700	-.411	.900	-.343	.400	-.355	.800	-.349
				.750	-.403	.950	-.324				
				.800	-.389						
				.900	-.361						
				.950	-.334						

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) $M = 0.90$ - Continued

$\alpha = -0.01^\circ$; $C_L = -0.028$

STATION .149				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.418	.223	-.255	0.000	1.087	0.000	1.072	0.000	1.067	0.000	1.013								
.747	-.496	.346	-.448	.003	.583	.010	-.084	.010	.063	.010	.194								
.763	-.579	.448	-.519	.010	-.149	.030	-.434	.030	-.365	.030	-.420								
.778	-.798	.487	-.435	.020	-.455	.050	-.412	.050	-.507	.050	-.483								
		.527	-.211	.025	-.585	.100	-.405	.100	-.345	.100	-.466								
		.566	-.096	.030	-.648	.180	-.515	.180	-.486	.180	-.482								
		.605	-.006	.050	-.654	.300	-.626	.300	-.601	.300	-.540								
		.669	.008	.100	-.556	.350	-.628	.350	-.631	.350	-.552								
		.694	-.034	.120	-.530	.400	-.648	.400	-.656	.400	-.569								
		.724	-.147	.180	-.550	.450	-.658	.450	-.685	.450	-.586								
		.763	-.192	.250	-.572	.500	-.681	.500	-.705	.500	-.620								
		.803	-.184	.300	-.604	.550	-.708	.550	-.757	.550	-.652								
		.882	-.388	.350	-.608	.600	-.744	.600	-.782	.600	-.682								
		.961	-.651	.400	-.642	.650	-.568	.650	-.753	.650	-.683								
				.450	-.389	.700	-.567	.700	-.449	.700	-.721								
				.500	-.261	.750	-.583	.750	-.267	.750	-.580								
				.550	-.293	.850	-.440	.850		.850	-.236								
				.600	-.370	.950	-.263	.950		.950	-.216								
				.650	-.395					.990	-.191								
				.700	-.493														
				.800	-.630														
				.900	-.730														
				.950	-.357														
				.990	-.243														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.070	.005	.768	.005	.690	.005	.656	.005	.506								
		.222	-.125	.025	-.130	.025	-.097	.025	-.080	.025	-.087								
		.338	-.246	.050	-.328	.050	-.355	.050	-.281	.050	-.479								
		.448	-.335	.100	-.432	.100	-.407	.100	-.405	.100	-.479								
		.527	-.432	.120	-.447	.180	-.459	.180	-.512	.180	-.511								
		.605	-.565	.180	-.460	.400	-.626	.300	-.560	.300	-.565								
		.684	-.694	.250	-.491	.500	-.727	.400	-.651	.400	-.612								
		.724	-.753	.300	-.514	.600	-.861	.500	-.764	.500	-.691								
		.763	-.807	.400	-.580	.650	-.414	.600	-.843	.600	-.831								
		.803	-.825	.500	-.575	.700	-.367	.650	-.430	.650	-.951								
		.842	-.489	.600	-.830	.750	-.353	.700	-.379	.700	-.902								
		.921	-.258	.650	-.795	.800	-.350	.750	-.378	.750	-.368								
		.961	-.165	.700	-.402	.900	-.327	.800	-.366	.800	-.345								
				.750	-.373	.950	-.296												
				.800	-.358														
				.900	-.328														
				.950	-.291														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 0.97^\circ$; $C_L = 0.037$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.446	.223	-.321	0.000	1.072	0.000	1.067	0.000	1.017
.747	-.551	.346	-.495	.003	.500	.010	-.188	.010	.131
.763	-.597	.448	-.564	.010	-.271	.030	-.567	.030	-.543
.778	-.817	.487	-.646	.020	-.583	.050	-.505	.050	-.593
		.527	-.385	.025	-.725	.100	-.525	.100	-.500
		.566	-.175	.030	-.764	.180	-.602	.180	-.544
		.605	-.055	.050	-.759	.300	-.696	.300	-.593
		.669	-.026	.100	-.676	.350	-.715	.350	-.591
		.684	-.053	.120	-.658	.400	-.720	.400	-.599
		.724	-.157	.180	-.630	.450	-.732	.450	-.623
		.763	-.220	.250	-.538	.500	-.741	.500	-.652
		.803	-.215	.300	-.665	.550	-.773	.550	-.694
		.882	-.415	.350	-.672	.600	-.804	.600	-.716
		.961	-.642	.400	-.698	.650	-.826	.650	-.727
				.450	-.718	.700	-.393	.700	-.725
				.500	-.503	.750	-.332	.750	-.331
				.550	-.336	.850	-.298	.850	-.241
				.600	-.370	.950	-.259	.950	-.219
				.650	-.402			.990	-.194
				.700	-.486				
				.800	-.633				
				.900	-.504				
				.950	-.231				
				.990	-.171				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.021	.005	-.829	.005	.757	.005	.708	.005	.583
.222	-.096	.025	-.321	.025	-.303	.025	.009	.025	-.029
.338	-.215	.050	-.190	.050	-.236	.050	-.202	.050	-.372
.448	-.305	.100	-.350	.100	-.359	.100	-.351	.100	-.371
.527	-.407	.120	-.361	.180	-.371	.180	-.421	.180	-.416
.605	-.532	.180	-.398	.400	-.560	.300	-.497	.300	-.506
.684	-.676	.250	-.428	.500	-.668	.400	-.590	.400	-.572
.724	-.729	.300	-.446	.600	-.933	.500	-.697	.500	-.650
.763	-.784	.400	-.540	.650	-.897	.600	-.865	.600	-.808
.803	-.801	.500	-.622	.700	-.513	.650	-.899	.650	-.822
.842	-.673	.600	-.808	.750	-.414	.700	-.619	.700	-.870
.921	-.218	.650	-.869	.800	-.391	.750	-.441	.750	-.786
.961	-.132	.700	-.195	.900	-.344	.800	-.390	.800	-.427
		.750	-.368	.950	-.304				
		.800	-.350						
		.900	-.100						
		.950	-.260						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 1.45^\circ$; $C_L = 0.064$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.462	.223	-.343	0.000	1.065	0.000	1.066	0.000	1.068	0.000	1.009
.747	-.597	.346	-.511	.003	-.452	.010	-.243	.010	-.067	.010	-.062
.763	-.598	.448	-.586	.010	-.319	.030	-.617	.030	-.564	.030	-.560
.778	-.817	.487	-.655	.020	-.523	.050	-.605	.050	-.637	.050	-.634
		.527	-.410	.025	-.724	.100	-.557	.100	-.524	.100	-.625
		.566	-.225	.030	-.831	.110	-.633	.180	-.605	.180	-.638
		.605	-.090	.050	-.810	.300	-.734	.300	-.682	.300	-.611
		.669	-.051	.100	-.761	.350	-.750	.350	-.721	.350	-.615
		.684	-.067	.120	-.692	.400	-.784	.400	-.742	.400	-.637
		.724	-.168	.180	-.659	.450	-.799	.450	-.774	.450	-.652
		.763	-.227	.250	-.682	.500	-.778	.500	-.797	.500	-.673
		.803	-.222	.300	-.695	.550	-.788	.550	-.804	.550	-.708
		.882	-.460	.350	-.706	.600	-.792	.600	-.809	.600	-.738
		.961	-.639	.400	-.730	.650	-.475	.650	-.309	.650	-.751
				.450	-.749	.700	-.358	.700	-.296	.700	-.712
				.500	-.782	.750	-.332	.990	-.248	.750	-.330
				.550	-.405	.800	-.315			.850	-.230
				.600	-.404	.950	-.289			.950	-.218
				.650	-.416					.990	-.195
				.700	-.493						
				.800	-.636						
				.900	-.375						
				.950	-.182						
				.990	-.133						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.000	.005	.859	.005	.787	.005	.733	.005	.602	.005	.602
.222	-.061	.025	.043	.025	.049	.025	.060	.025	.030	.025	.030
.338	-.192	.050	-.137	.050	-.195	.050	-.167	.050	-.366	.050	-.366
.448	-.277	.100	-.324	.100	-.304	.100	-.304	.100	-.340	.100	-.340
.527	-.398	.120	-.350	.180	-.337	.180	-.406	.180	-.394	.180	-.394
.605	-.511	.180	-.359	.400	-.548	.300	-.474	.300	-.488	.300	-.488
.684	-.657	.250	-.386	.500	-.641	.400	-.575	.400	-.548	.400	-.548
.724	-.714	.300	-.420	.600	-.813	.500	-.674	.500	-.641	.500	-.641
.763	-.763	.400	-.510	.650	-.880	.600	-.848	.600	-.794	.600	-.794
.803	-.785	.500	-.611	.700	-.714	.650	-.883	.650	-.814	.650	-.814
.842	-.625	.600	-.791	.750	-.438	.700	-.914	.700	-.364	.700	-.364
.921	-.208	.650	-.854	.800	-.403	.750	-.932	.750	-.929	.750	-.929
.961	-.115	.700	-.634	.900	-.355	.800	-.565	.800	-.469	.800	-.469
		.750	-.376	.950	-.311						
		.800	-.350								
		.900	-.286								
		.950	-.214								

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 1.95^\circ$; $C_L = 0.098$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.481	.223	-.357	0.000	1.052	0.000	1.060	0.000	1.064	0.000	1.006
.747	-.607	.346	-.524	.003	.440	.010	-.299	.010	-.097	.010	.042
.763	-.642	.448	-.618	.010	-.398	.030	-.664	.030	-.628	.030	-.592
.778	-.823	.487	-.698	.020	-.672	.050	-.656	.050	-.705	.050	-.684
		.527	-.494	.025	-.819	.100	-.613	.100	-.579	.100	-.692
		.566	-.281	.030	-.878	.180	-.670	.180	-.647	.180	-.665
		.605	-.135	.050	-.889	.300	-.765	.300	-.725	.300	-.662
		.669	-.068	.100	-.891	.350	-.791	.350	-.756	.350	-.649
		.684	-.081	.120	-.815	.400	-.816	.400	-.769	.400	-.660
		.724	-.175	.180	-.675	.450	-.841	.450	-.792	.450	-.677
		.763	-.242	.250	-.700	.500	-.859	.500	-.825	.500	-.698
		.803	-.234	.300	-.731	.550	-.804	.550	-.812	.550	-.731
		.882	-.490	.350	-.734	.600	-.408	.600	-.348	.600	-.759
		.961	-.591	.400	-.748	.650	-.347	.650	-.317	.650	-.766
				.450	-.776	.700	-.334	.700	-.305	.700	-.680
				.500	-.807	.750	-.325	.990	-.266	.750	-.348
				.550	-.542	.850	-.324			.850	-.239
				.600	-.432	.950	-.302			.950	-.219
				.650	-.441					.990	-.187
				.700	-.506						
				.800	-.617						
				.900	-.269						
				.950	-.151						
				.990	-.103						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.148	.007	.005	.986
.222	-.051	.025	.049
.338	-.183	.050	-.074
.448	-.271	.100	-.290
.527	-.387	.120	-.272
.605	-.492	.180	-.317
.684	-.645	.250	-.359
.724	-.698	.300	-.391
.763	-.750	.400	-.488
.803	-.775	.500	-.507
.842	-.613	.600	-.778
.921	-.182	.650	-.836
.961	-.090	.700	-.875
		.750	-.445
		.800	-.355
		.900	-.277
		.950	-.204

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 2.43^\circ$; $C_L = 0.136$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.507	.223	-.390	0.000	1.031	0.000	1.057	0.030	1.060	0.000	1.008
.747	-.650	.346	-.536	.003	.356	.010	-.332	.010	-.137	.010	.005
.763	-.669	.448	-.647	.010	-.445	.030	-.710	.030	-.668	.030	-.635
.778	-.825	.487	-.730	.020	-.716	.050	-.704	.050	-.751	.050	-.715
		.527	-.582	.025	-.854	.100	-.686	.100	-.634	.100	-.715
		.566	-.333	.030	-.911	.180	-.737	.180	-.672	.180	-.704
		.605	-.168	.050	-.978	.300	-.792	.300	-.768	.300	-.689
		.669	-.094	.100	-.910	.350	-.825	.350	-.782	.350	-.692
		.684	-.095	.120	-.911	.400	-.836	.400	-.795	.400	-.684
		.724	-.181	.180	-.707	.450	-.873	.450	-.820	.450	-.701
		.763	-.254	.250	-.724	.500	-.890	.500	-.805	.500	-.723
		.803	-.261	.300	-.748	.550	-.727	.550	-.367	.550	-.752
		.882	-.507	.350	-.772	.600	-.406	.600	-.332	.600	-.779
		.961	-.556	.400	-.773	.650	-.382	.650	-.319	.650	-.781
				.450	-.799	.700	-.360	.700	-.313	.700	-.629
				.500	-.832	.750	-.354	.990	-.281	.750	-.402
				.550	-.684	.850	-.353			.850	-.282
				.600	-.515	.950	-.344			.950	-.258
				.650	-.480					.990	-.234
				.700	-.513						
				.800	-.504						
				.900	-.221						
				.950	-.128						
				.990	-.090						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.148	.039		.005	.904		.005	.851		.005	.675
	.222	-.030		.025	.158		.025	.148		.025	.091
	.338	-.157		.050	-.021		.050	-.067		.050	-.292
	.448	-.248		.100	-.240		.100	-.197		.100	-.280
	.527	-.368		.120	-.232		.180	-.256		.180	-.313
	.605	-.478		.180	-.273		.400	-.489		.300	-.440
	.684	-.631		.250	-.320		.500	-.592		.400	-.521
	.724	-.681		.300	-.382		.600	-.779		.500	-.606
	.763	-.739		.400	-.472		.650	-.844		.600	-.770
	.803	-.763		.500	-.591		.700	-.878		.650	-.786
	.842	-.643		.600	-.759		.750	-.891		.700	-.839
	.921	-.176		.650	-.815		.800	-.533		.750	-.912
	.961	-.078		.700	-.852		.900	-.316		.800	-.530
				.750	-.432		.950	-.283			
				.800	-.347						
				.900	-.266						
				.950	-.189						

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 4.00^\circ$; $C_L = 0.265$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.550	.223	-.488	0.000	.989	0.000	1.029	0.000	1.050	0.000	.999
.747	-.734	.346	-.574	.003	.233	.010	-.444	.010	-.263	.010	-.112
.763	-.761	.448	-.694	.010	-.572	.030	-.804	.030	-.784	.030	-.750
.778	-.764	.487	-.798	.020	-.835	.050	-.855	.050	-.869	.050	-.845
		.527	-.816	.025	-.972	.100	-.802	.100	-.769	.100	-.832
		.566	-.488	.030	-1.052	.180	-.835	.180	-.804	.180	-.815
		.605	-.296	.050	-1.113	.300	-.919	.300	-.869	.300	-.799
		.669	-.191	.100	-1.060	.350	-.914	.350	-.878	.350	-.778
		.684	-.161	.120	-1.064	.400	-.943	.400	-.897	.400	-.779
		.724	-.217	.180	-1.035	.450	-.939	.450	-.876	.450	-.786
		.763	-.292	.250	-.942	.500	-.500	.500	-.431	.500	-.792
		.803	-.324	.300	-.819	.550	-.450	.550	-.391	.550	-.783
		.882	-.547	.350	-.834	.600	-.440	.600	-.387	.600	-.645
		.961	-.344	.400	-.842	.650	-.442	.650	-.381	.650	-.468
				.450	-.849	.700	-.435	.700	-.366	.700	-.434
				.500	-.881	.750	-.420	.990	-.334	.750	-.415
				.550	-.919	.850	-.425			.850	-.394
				.600	-.709	.950	-.411			.950	-.369
				.650	-.468					.990	-.349
				.700	-.400						
				.800	-.313						
				.900	-.212						
				.950	.185						
				.990	-.166						
WING LOWER SURFACE											
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	CP
	.148	.093	.005	.972	.005	.919	.005	.888	.005	.756	
	.222	.028	.025	.284	.025	.261	.025	.264	.025	.215	
	.338	-.111	.050	.101	.050	.047	.050	.057	.050	-.134	
	.448	-.213	.100	-.119	.100	-.059	.100	-.092	.100	-.154	
	.527	-.328	.120	-.119	.180	-.183	.180	-.245	.180	-.242	
	.605	-.440	.180	-.176	.400	-.400	.300	-.317	.300	-.370	
	.684	-.585	.250	-.253	.500	-.538	.400	-.434	.400	-.437	
	.724	-.645	.300	-.316	.600	-.716	.500	-.566	.500	-.552	
	.763	-.705	.400	-.404	.650	-.790	.600	-.746	.600	-.723	
	.803	-.727	.500	-.522	.700	-.820	.650	-.795	.650	-.747	
	.842	-.572	.600	-.701	.750	-.850	.700	-.826	.700	-.795	
	.921	-.125	.650	-.774	.800	-.790	.750	-.849	.750	-.874	
	.961	-.033	.700	-.807	.900	-.269	.800	-.753	.800	-.521	
			.750	-.823	.950	-.170					
			.800	-.690							
			.900	-.207							
			.950	-.126							

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) M = 0.90 - Continued

$\alpha = 4.96^\circ$; $C_L = 0.348$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.594	.223	-.538	0.000	.941	0.000	1.004	0.000	1.031	0.000	-.980	0.000	-.980	0.000	-.980				
.747	-.781	.346	-.610	.003	.151	.010	-.543	.010	-.358	.010	-.167	.010	-.167	.010	-.167				
.763	-.832	.448	-.722	.010	-.648	.030	-.895	.030	-.861	.030	-.809	.030	-.809	.030	-.809				
.778	-.569	.487	-.841	.020	-.904	.050	-.916	.050	-.948	.050	-.897	.050	-.897	.050	-.897				
		.527	-.865	.025	-1.020	.100	-.883	.100	-.843	.100	-.901	.100	-.901	.100	-.901				
		.566	-.547	.030	-1.103	.180	-.903	.180	-.863	.180	-.876	.180	-.876	.180	-.876				
		.605	-.365	.050	-1.176	.300	-.962	.300	-.924	.300	-.842	.300	-.842	.300	-.842				
		.669	-.262	.100	-1.149	.350	-.978	.350	-.916	.350	-.833	.350	-.833	.350	-.833				
		.684	-.212	.120	-1.150	.400	-.927	.400	-.742	.400	-.824	.400	-.824	.400	-.824				
		.724	-.244	.180	-1.126	.450	-.592	.450	-.493	.450	-.796	.450	-.796	.450	-.796				
		.763	-.314	.250	-1.074	.500	-.687	.500	-.448	.500	-.745	.500	-.745	.500	-.745				
		.803	-.351	.300	-1.050	.550	-.467	.550	-.438	.550	-.660	.550	-.660	.550	-.660				
		.882	-.569	.350	-.873	.600	-.458	.600	-.427	.600	-.545	.600	-.545	.600	-.545				
		.961	-.317	.400	-.865	.650	-.454	.650	-.420	.650	-.466	.650	-.466	.650	-.466				
				.450	-.887	.700	-.451	.700	-.414	.700	-.450	.700	-.450	.700	-.450				
				.500	-.917	.750	-.453	.750	-.389	.750	-.444	.750	-.444	.750	-.444				
				.550	-.945	.800	-.448	.800		.800	-.428	.800	-.428	.800	-.428				
				.600	-.556	.850	-.436	.850		.850	-.415	.850	-.415	.850	-.415				
				.650	-.464					.890	-.401	.890	-.401	.890	-.401				
				.700	-.422														
				.800	-.320														
				.900	-.234														
				.950	-.209														
				.990	-.192														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.139	.005	1.007	.005	.956	.025	.923	.005	.817	.005	.817	.005	.817				
		.222	.062	.025	.369	.025	.370	.025	.345	.025	.280	.025	.280	.025	.280				
		.338	-.078	.050	.180	.050	.148	.050	.128	.050	-.057	.050	-.057	.050	-.057				
		.448	-.183	.100	-.042	.100	.003	.100	-.025	.100	-.114	.100	-.114	.100	-.114				
		.527	-.297	.120	-.358	.180	-.122	.180	-.178	.180	-.181	.180	-.181	.180	-.181				
		.605	-.410	.180	-.128	.400	-.365	.300	-.266	.300	-.296	.300	-.296	.300	-.296				
		.684	-.557	.250	-.208	.500	-.491	.400	-.394	.400	-.416	.400	-.416	.400	-.416				
		.724	-.619	.300	-.258	.600	-.688	.500	-.519	.500	-.529	.500	-.529	.500	-.529				
		.763	-.675	.400	-.358	.650	-.761	.600	-.721	.600	-.702	.600	-.702	.600	-.702				
		.803	-.697	.500	-.489	.700	-.795	.650	-.761	.650	-.723	.650	-.723	.650	-.723				
		.842	-.472	.600	-.674	.750	-.820	.700	-.795	.700	-.778	.700	-.778	.700	-.778				
		.921	-.082	.650	-.736	.800	-.762	.750	-.824	.750	-.851	.750	-.851	.750	-.851				
		.961	-.003	.700	-.782	.900	-.218	.800	-.727	.800	-.450	.800	-.450	.800	-.450				
				.750	-.799	.950	-.137												
				.800	-.705														
				.900	-.167														
				.950	-.081														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) M = 0.90 - Continued

$\alpha = 5.98^\circ$; $C_L = 0.429$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.612	.2	-.592	0.000	.907	0.000	.978	0.000	1.017	0.000	.956	.010	-.250						
.747	-.785	.346	-.658	.003	.062	.010	-.610	.010	-.417	.010	-.250	.030	-.880						
.763	-.870	.448	-.763	.010	-.725	.030	-.957	.030	-.924	.030	-.880	.050	-.971						
.778	-.573	.487	-.875	.020	-.973	.050	-.980	.050	-1.016	.050	-.971	.100	-.969						
		.527	-.903	.025	-1.075	.100	-.953	.100	-.892	.100	-.969	.180	-.947						
		.566	-.598	.030	-1.161	.180	-.981	.180	-.929	.180	-.947	.300	-.894						
		.605	-.413	.050	-1.245	.300	-1.019	.300	-.974	.300	-.894	.350	-.874						
		.669	-.307	.100	-1.225	.350	-1.027	.350	-.739	.350	-.874	.400	-.852						
		.684	-.259	.120	-1.225	.400	-.587	.400	-.542	.400	-.852	.450	-.814						
		.724	-.234	.180	-1.200	.450	-.541	.450	-.496	.450	-.814	.500	-.602						
		.763	-.331	.250	-1.178	.500	-.540	.500	-.492	.500	-.602	.550	-.537						
		.803	-.322	.300	-1.148	.550	-.530	.550	-.496	.550	-.537	.600	-.512						
		.882	-.561	.350	-1.128	.600	-.507	.600	-.480	.600	-.512	.650	-.486						
		.961	-.313	.400	-.978	.650	-.524	.650	-.481	.650	-.486	.700	-.478						
				.450	-.551	.700	-.490	.700	-.458	.700	-.478	.750	-.475						
				.500	-.624	.750	-.515	.990	-.426	.750	-.475	.850	-.469						
				.550	-.682	.850	-.490			.850	-.469	.950	-.462						
				.600	-.615	.950	-.472			.950	-.462	.990	-.452						
				.650	-.569														
				.700	-.550														
				.800	-.371														
				.900	-.426														
				.950	-.321														
				.990	-.346														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP						
		.148	.168	.005	1.034	.005	.988	.005	.965	.005	.850	.005	.850						
		.222	.095	.025	.446	.025	.435	.025	.403	.025	.363	.025	.363						
		.338	-.045	.050	.266	.050	.223	.050	.207	.050	.024	.050	.024						
		.448	-.155	.100	.025	.100	.062	.100	.043	.100	-.046	.100	-.046						
		.527	-.272	.120	-.305	.180	-.068	.180	-.134	.180	-.122	.180	-.122						
		.605	-.371	.180	-.072	.400	-.321	.300	-.217	.300	-.251	.300	-.251						
		.684	-.517	.250	-.158	.500	-.453	.400	-.351	.400	-.385	.400	-.385						
		.724	-.587	.300	-.221	.600	-.656	.500	-.483	.500	-.498	.500	-.498						
		.763	-.643	.400	-.312	.650	-.732	.600	-.684	.600	-.676	.600	-.676						
		.803	-.673	.500	-.452	.700	-.764	.650	-.734	.650	-.697	.650	-.697						
		.842	-.431	.600	-.639	.750	-.792	.700	-.771	.700	-.754	.700	-.754						
		.921	-.079	.650	-.704	.800	-.720	.750	-.796	.750	-.829	.750	-.829						
		.961	.016	.700	-.748	.900	-.183	.800	-.683	.800	-.383	.800	-.383						
				.750	-.767	.950	-.097												
				.800	-.694														
				.900	-.121														
				.950	-.051														

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 7.01^\circ$; $C_L = 0.512$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.584	.223	-.640	0.000	-.854	0.000	-.942	0.000	1.000	0.000	-.932								
.747	-.777	.346	-.695	.003	-.018	.010	-.686	.010	-.502	.010	-.315								
.763	-.725	.448	-.800	.010	-.784	.030	-1.026	.030	-.985	.030	-.945								
.778	-.719	.487	-.911	.020	-1.030	.050	-1.043	.050	-1.071	.050	-1.021								
		.527	-.918	.025	-1.145	.100	-1.016	.100	-.977	.100	-1.037								
		.566	-.609	.030	-1.211	.180	-1.026	.180	-.990	.180	-.991								
		.605	-.445	.050	-1.293	.300	-1.050	.300	-.814	.300	-.948								
		.669	-.337	.100	-1.290	.350	-.683	.350	-.646	.350	-.925								
		.684	-.276	.120	-1.288	.400	-.637	.400	-.557	.400	-.802								
		.724	-.257	.180	-1.259	.450	-.573	.450	-.544	.450	-.698								
		.763	-.301	.250	-1.025	.500	-.567	.500	-.539	.500	-.580								
		.803	-.335	.300	-.752	.550	-.551	.550	-.540	.550	-.538								
		.882	-.493	.350	-.804	.600	-.537	.600	-.524	.600	-.527								
		.961	-.359	.400	-.733	.650	-.535	.650	-.513	.650	-.521								
				.450	-.711	.700	-.545	.700	-.517	.700	-.518								
				.500	-.742	.750	-.539	.750	-.489	.750	-.511								
				.550	-.693	.850	-.522			.850	-.502								
				.600	-.710	.950	-.491			.950	-.496								
				.650	-.651					.990	-.482								
				.700	-.619														
				.800	-.533														
				.900	-.441														
				.950	-.412														
				.990	-.394														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.209	.005	1.048	.005	1.020	.035	.992	.005	.887										
.222	.131	.025	.519	.025	.508	.025	.487	.025	.413										
.338	-.012	.050	.332	.050	.306	.050	.274	.050	.104										
.448	-.130	.100	.094	.100	.137	.100	.106	.100	.000										
.527	-.247	.120	.064	.180	-.005	.180	-.058	.180	-.066										
.605	-.319	.180	-.023	.400	-.276	.300	-.177	.300	-.218										
.664	-.496	.250	-.112	.500	-.407	.400	-.309	.400	-.348										
.724	-.567	.300	-.169	.600	-.631	.500	-.439	.500	-.463										
.763	-.622	.400	-.274	.650	-.700	.600	-.658	.600	-.655										
.803	-.649	.500	-.411	.700	-.736	.650	-.707	.650	-.673										
.842	-.319	.600	-.606	.750	-.759	.700	-.744	.700	-.730										
.921	-.030	.650	-.685	.800	-.621	.750	-.772	.750	-.807										
.961	.044	.700	-.727	.900	-.119	.800	-.608	.800	-.291										
		.750	-.746	.950	-.048														
		.800	-.581																
		.900	-.092																
		.950	-.021																

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TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 7.98^\circ$; $C_L = 0.601$

STATION .143				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.533	.223	-.706	0.000	.798	0.000	-.898	0.000	-.963	0.000	-.898	0.000	-.963	0.000	-.898				
.747	-.737	.346	-.747	.003	-.089	.010	-.772	.010	-.578	.010	-.401	.010	-.578	.010	-.401				
.763	-.668	.448	-.838	.010	-.865	.030	-1.073	.030	-1.035	.030	-.996	.030	-1.035	.030	-.996				
.778	-.767	.487	-.930	.020	-1.095	.050	-1.099	.050	-1.134	.050	-1.083	.050	-1.134	.050	-1.083				
		.527	-.813	.025	-1.197	.100	-1.078	.100	-1.051	.100	-1.086	.100	-1.051	.100	-1.086				
		.566	-.581	.030	-1.270	.180	-1.086	.180	-1.062	.180	-1.046	.180	-1.062	.180	-1.046				
		.605	-.462	.050	-1.349	.300	-.892	.300	-.782	.300	-.996	.300	-.782	.300	-.996				
		.669	-.358	.100	-1.156	.350	-.672	.350	-.655	.350	-.918	.350	-.655	.350	-.918				
		.684	-.276	.120	-1.320	.400	-.635	.400	-.622	.400	-.809	.400	-.622	.400	-.809				
		.724	-.271	.180	-1.021	.450	-.591	.450	-.596	.450	-.675	.450	-.596	.450	-.675				
		.763	-.306	.250	-1.023	.500	-.578	.500	-.576	.500	-.608	.500	-.576	.500	-.608				
		.803	-.341	.300	-.864	.550	-.583	.550	-.562	.550	-.567	.550	-.562	.550	-.567				
		.892	-.562	.350	-.833	.600	-.583	.600	-.554	.600	-.555	.600	-.554	.600	-.555				
		.961	-.539	.400	-.791	.650	-.566	.650	-.548	.650	-.543	.650	-.548	.650	-.543				
				.450	-.793	.700	-.564	.700	-.554	.700	-.532	.700	-.554	.700	-.532				
				.500	-.775	.750	-.567	.750	-.539	.750	-.525	.750	-.539	.750	-.525				
				.550	-.751	.850	-.565	.850		.850	-.515	.850		.850	-.515				
				.600	-.733	.950	-.519	.950		.950	-.506	.950		.950	-.506				
				.650	-.677					.990	-.494	.990		.990	-.494				
				.700	-.641														
				.800	-.569														
				.900	-.467														
				.950	-.445														
				.990	-.416														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.243	.005	1.065	.005	1.037	.005	1.017	.005	.912	.005	1.017	.005	.912				
		.222	.162	.025	.574	.025	.579	.025	.545	.025	.479	.025	.545	.025	.479				
		.338	.021	.050	.386	.050	.355	.050	.329	.050	.165	.050	.329	.050	.165				
		.448	-.099	.100	.155	.100	.185	.100	.163	.100	.059	.100	.163	.100	.059				
		.527	-.222	.120	.130	.180	.041	.180	-.001	.180	-.032	.180	-.001	.180	-.032				
		.605	-.275	.180	.037	.400	-.242	.300	-.127	.300	-.189	.300	-.127	.300	-.189				
		.684	-.478	.250	-.057	.500	-.377	.400	-.266	.400	-.325	.400	-.266	.400	-.325				
		.724	-.542	.300	-.131	.600	-.595	.500	-.416	.500	-.441	.500	-.416	.500	-.441				
		.763	-.597	.400	-.233	.650	-.670	.600	-.631	.600	-.624	.600	-.631	.600	-.624				
		.803	-.621	.500	-.376	.700	-.711	.650	-.679	.650	-.645	.650	-.679	.650	-.645				
		.842	-.204	.600	-.582	.750	-.734	.700	-.719	.700	-.712	.700	-.719	.700	-.712				
		.921	.025	.650	-.659	.800	-.366	.750	-.746	.750	-.735	.750	-.746	.750	-.735				
		.961	.071	.700	-.706	.900	-.065	.800	-.400	.800	-.216	.800	-.400	.800	-.216				
				.750	-.713	.950	-.004												
				.800	-.282														
				.900	-.029														
				.950	.024														

TABLE X.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 123 - Concluded

(j) $M = 0.90$ - Concluded

$\alpha = 9.01^\circ$; $C_L = 0.707$

STATION .149		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.471	.223	-.769	0.000	.744	0.000	.859	0.000	.864
.747	-.689	.346	-.782	.003	-.211	.010	-.839	.010	-.483
.763	-.821	.448	-.870	.010	-.939	.030	-1.141	.030	-1.048
.778	-.967	.487	-.661	.020	-.847	.050	-1.159	.050	-1.133
		.527	-.506	.025	-.869	.100	-1.129	.100	-1.136
		.566	-.420	.030	-.887	.180	-1.146	.180	-1.096
		.605	-.347	.050	-.879	.300	-1.136	.300	-1.016
		.669	-.281	.100	-.887	.350	-1.144	.350	-.931
		.684	-.268	.120	-.863	.400	-.974	.400	-.711
		.724	-.276	.180	-.848	.450	-.919	.450	-.664
		.763	-.315	.250	-.913	.500	-.634	.500	-.667
		.803	-.340	.300	-.927	.550	-.643	.550	-.612
		.882	-.595	.350	-.882	.600	-.636	.600	-.606
		.961	-.744	.400	-.896	.650	-.643	.650	-.612
				.450	-.879	.700	-.619	.700	-.591
				.500	-.853	.750	-.607	.750	-.585
				.550	-.799	.850	-.524	.850	-.603
				.600	-.799	.950	-.567	.950	-.547
				.650	-.741			.990	-.516
				.700	-.720				
				.800	-.648				
				.900	-.581				
				.950	-.525				
				.990	-.493				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.294	.005	1.067	.005	1.051	.005	1.030	.005	.938
.222	.202	.025	.659	.025	.647	.025	.616	.025	.547
.338	.062	.050	.465	.050	.437	.050	.409	.050	.233
.448	-.065	.100	.226	.100	.245	.100	.227	.100	.115
.527	-.184	.120	.186	.180	.094	.180	.047	.180	.020
.605	-.255	.180	.089	.400	-.197	.300	-.087	.300	-.146
.684	-.455	.250	-.003	.500	-.331	.400	-.229	.400	-.288
.724	-.517	.300	-.067	.600	-.572	.500	-.367	.500	-.399
.763	-.554	.400	-.194	.650	-.647	.600	-.630	.600	-.601
.803	-.467	.500	-.344	.700	-.675	.650	-.650	.650	-.619
.842	-.071	.600	-.551	.750	-.564	.700	-.687	.700	-.679
.921	.081	.650	-.624	.800	-.146	.750	-.455	.750	-.275
.961	.094	.700	-.673	.900	.016	.800	-.154	.800	-.131
		.750	-.369	.950	.075				
		.800	-.123						
		.900	.050						
		.950	.094						

TABLE XI. - WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623

(a) $M = 0.50$

$\alpha = -2.07^\circ$; $C_L = -0.163$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.238	.223	-.215	0.000	.891	0.000	.910	0.000	.807
.747	-.312	.346	-.255	.003	.750	.010	.142	.010	.337
.763	-.354	.448	-.256	.010	.107	.030	-.080	.030	-.160
.778	-.334	.487	-.250	.020	-.092	.050	-.124	.050	-.203
		.527	-.234	.025	-.153	.100	-.208	.100	-.173
		.566	-.206	.030	-.239	.180	-.257	.180	-.188
		.605	-.160	.050	-.268	.300	-.265	.300	-.220
		.669	-.144	.100	-.245	.350	-.275	.350	-.208
		.684	-.141	.120	-.232	.400	-.293	.400	-.239
		.724	-.136	.180	-.232	.450	-.297	.450	-.253
		.763	-.091	.250	-.268	.500	-.294	.500	-.252
		.803	-.073	.300	-.265	.550	-.297	.550	-.269
		.882	-.203	.350	-.271	.600	-.295	.600	-.271
		.961	-.174	.400	-.272	.650	-.289	.650	-.286
				.450	-.266	.700	-.270	.700	-.298
				.500	-.281	.750	-.235	.990	.100
				.550	-.287	.850	-.124	.750	-.486
				.600	-.283	.950	.026	.850	-.162
				.650	-.264			.950	.008
				.700	-.256			.990	.081
				.800	-.179				
				.900	-.058				
				.950	.022				
				.990	.100				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.305	.005	.022	.005	.038	.005	-.120	.005	-.149
.222	-.329	.025	-1.015	.025	-.839	.025	-.815	.025	-.658
.338	-.359	.050	-.759	.050	-.913	.050	-.754	.050	-.674
.448	-.368	.100	-.721	.100	-.648	.100	-.596	.100	-.463
.527	-.385	.120	-.658	.180	-.527	.180	-.505	.180	-.355
.605	-.348	.180	-.546	.400	-.432	.300	-.404	.300	-.334
.684	-.325	.250	-.493	.500	-.378	.400	-.372	.400	-.332
.724	-.253	.300	-.480	.600	-.313	.500	-.329	.500	-.284
.763	-.187	.400	-.455	.650	-.207	.600	-.242	.600	-.192
.803	-.090	.500	-.415	.700	-.099	.650	-.131	.650	-.113
.842	.018	.600	-.342	.750	.006	.700	-.013	.700	-.016
.882	.105	.650	-.250	.800	.100	.750	.122	.750	.110
.961	.119	.700	-.135	.900	.198	.800	.177	.800	.199
		.750	-.021	.950	.216				
		.800	.056						
		.900	.170						
		.950	.194						

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(a) $M = 0.50$ - Continued

$\alpha = -1.09^\circ$; $C_L = -0.063$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.248	.223	-.266	0.000	.950	0.000	.926	0.000	.902
.747	-.323	.346	-.294	.003	.526	.010	-.004	.010	.139
.763	-.363	.448	-.291	.010	-.142	.030	-.267	.030	-.282
.778	-.339	.487	-.275	.020	-.409	.050	-.406	.050	-.281
		.527	-.252	.025	-.416	.100	-.272	.100	-.259
		.566	-.224	.030	-.400	.180	-.315	.180	-.252
		.605	-.174	.050	-.379	.300	-.326	.300	-.271
		.669	-.163	.100	-.359	.350	-.330	.350	-.249
		.684	-.149	.120	-.334	.400	-.325	.400	-.271
		.724	-.143	.180	-.309	.450	-.327	.450	-.271
		.763	-.097	.250	-.314	.500	-.326	.500	-.280
		.803	-.080	.300	-.330	.550	-.337	.550	-.294
		.882	-.200	.350	-.311	.600	-.336	.600	-.294
		.961	-.172	.400	-.311	.650	-.340	.650	-.308
				.450	-.313	.700	-.330	.700	-.315
				.500	-.313	.750	-.252	.750	-.506
				.550	-.309	.850	-.133	.850	-.169
				.600	-.312	.950	.025	.950	.007
				.650	-.286			.990	.079
				.700	-.271				
				.800	-.193				
				.900	-.062				
				.950	.025				
				.990	.103				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.236	.305	.332	.005	.274	.035	.217	.005	.208
.222	-.286	.025	-.634	.025	-.561	.025	-.480	.025	-.426
.338	-.329	.050	-.607	.050	-.598	.050	-.615	.050	-.558
.448	-.348	.100	-.578	.100	-.511	.100	-.475	.100	-.397
.527	-.356	.120	-.539	.180	-.441	.190	-.434	.180	-.285
.605	-.336	.180	-.477	.400	-.383	.300	-.345	.300	-.295
.684	-.312	.250	-.431	.500	-.352	.400	-.332	.400	-.291
.724	-.249	.300	-.426	.600	-.294	.500	-.299	.500	-.258
.763	-.180	.400	-.417	.650	-.200	.600	-.226	.600	-.175
.803	-.085	.500	-.388	.700	-.091	.650	-.116	.650	-.104
.842	.023	.600	-.328	.750	.014	.700	-.006	.700	-.008
.921	.104	.650	-.233	.800	.106	.750	.136	.750	.118
.961	.124	.700	-.128	.900	.194	.800	.184	.800	.206
		.750	-.011	.950	.222				
		.800	.362						
		.900	.176						
		.950	.207						

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(a) $M = 0.50$ - Continued

$\alpha = 0.99^\circ$ $C_L = 0.145$

		STATION .149		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.238	.223	-.400	0.000	.912	0.000	.923	0.000	.954	0.000	.919
.747	-.331	.346	-.402	.003	.034	.010	-.765	.010	-.603	.010	-.358
.763	-.364	.448	-.376	.010	-.869	.030	-.768	.030	-.703	.030	-.676
.778	-.336	.487	-.341	.020	-1.092	.050	-.645	.050	-.722	.050	-.577
		.527	-.312	.025	-1.049	.100	-.562	.100	-.513	.100	-.447
		.566	-.271	.030	-.946	.180	-.519	.180	-.474	.180	-.378
		.605	-.207	.050	-.744	.300	-.450	.300	-.441	.300	-.358
		.669	-.178	.100	-.602	.350	-.427	.350	-.426	.350	-.324
		.684	-.172	.120	-.568	.400	-.415	.400	-.413	.400	-.339
		.724	-.158	.180	-.479	.450	-.410	.450	-.405	.450	-.343
		.763	-.116	.250	-.443	.500	-.399	.500	-.390	.500	-.341
		.803	-.097	.300	-.436	.550	-.379	.550	-.398	.550	-.338
		.882	-.203	.350	-.410	.600	-.375	.600	-.388	.600	-.343
		.961	-.165	.400	-.394	.650	-.351	.650	-.378	.650	-.344
				.450	-.391	.700	-.323	.700	-.372	.700	-.354
				.500	-.376	.750	-.280	.990	.093	.750	-.536
				.550	-.371	.850	-.141			.850	-.183
				.600	-.355	.950	.021			.950	-.000
				.650	-.322					.990	.07.
				.700	-.303						
				.800	-.209						
				.900	-.068						
				.950	.019						
				.990	.098						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.137	.005	.692	.005	.683	.005	.672	.005	.525		
.222	-.175	.025	-.171	.025	-.088	.025	-.054	.025	-.027		
.338	-.242	.050	-.240	.050	-.204	.050	-.262	.050	-.239		
.448	-.278	.100	-.338	.100	-.257	.100	-.222	.100	-.211		
.527	-.299	.120	-.319	.180	-.279	.180	-.265	.180	-.166		
.605	-.283	.180	-.305	.400	-.293	.300	-.244	.300	-.217		
.684	-.276	.250	-.307	.500	-.289	.400	-.252	.400	-.225		
.724	-.218	.300	-.323	.600	-.258	.500	-.246	.500	-.214		
.763	-.152	.400	-.324	.650	-.165	.600	-.185	.600	-.151		
.803	-.046	.500	-.321	.700	-.060	.650	-.084	.650	-.075		
.842	.045	.600	-.288	.750	.044	.700	.016	.700	.011		
.921	.124	.650	-.196	.800	.128	.750	.162	.750	.139		
.961	.141	.700	-.092	.900	.221	.800	.208	.800	.225		
		.750	.013	.950	.234						
		.800	.090								
		.900	.196								
		.950	.214								

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(a) $M = 0.50$ - Continued

$\alpha = 1.94^\circ$; $C_L = 0.241$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.242	.223	-.457	0.000	.806	0.000	.845	0.000	.918
.747	-.334	.346	-.441	.003	-.357	.010	-1.162	.010	-.998
.763	-.363	.448	-.408	.010	-1.331	.030	-1.055	.030	-.978
.778	-.340	.487	-.367	.020	-1.470	.050	-.784	.050	-.907
		.527	-.331	.025	-1.394	.100	-.686	.100	-.637
		.566	-.282	.030	-1.286	.180	-.575	.180	-.561
		.605	-.217	.050	-.927	.300	-.509	.300	-.495
		.669	-.191	.100	-.713	.350	-.463	.350	-.460
		.684	-.178	.120	-.682	.400	-.451	.400	-.452
		.724	-.168	.180	-.544	.450	-.439	.450	-.431
		.763	-.122	.250	-.506	.500	-.424	.500	-.425
		.803	-.096	.300	-.472	.550	-.409	.550	-.415
		.882	-.204	.350	-.454	.600	-.386	.600	-.405
		.961	-.158	.400	-.426	.650	-.365	.650	-.393
				.450	-.416	.700	-.338	.700	-.382
				.500	-.408	.750	-.286	.990	.091
				.550	-.396	.850	-.145		
				.600	-.377	.950	.018		
				.650	-.333				
				.700	-.317				
				.800	-.212				
				.900	-.063				
				.950	.023				
				.990	.101				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.091	.005	.829	.005	.827	.005	.813	.005	.713
.222	-.138	.025	.062	.025	.116	.025	.143	.025	.104
.338	-.201	.050	-.094	.050	-.070	.050	-.105	.050	-.112
.448	-.247	.100	-.239	.100	-.166	.100	-.139	.100	-.126
.527	-.275	.120	-.235	.180	-.196	.180	-.189	.180	-.114
.605	-.265	.180	-.230	.400	-.248	.300	-.193	.300	-.173
.684	-.254	.250	-.252	.500	-.261	.400	-.215	.400	-.195
.724	-.201	.300	-.280	.600	-.230	.500	-.219	.500	-.191
.763	-.139	.400	-.281	.650	-.142	.600	-.161	.600	-.134
.803	-.044	.500	-.293	.700	-.043	.650	-.069	.650	-.064
.842	.056	.600	-.272	.750	.053	.700	.024	.700	.020
.921	.131	.650	-.180	.800	.143	.750	.177	.750	.166
.961	.144	.700	-.081	.900	.232	.800	.216	.800	.232
		.750	.024	.950	.239				
		.800	.094						
		.900	.200						
		.950	.213						

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(a) $M = 0.50$ - Continued

$\alpha = 3.90^\circ$; $C_L = 0.444$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.237	.223	-.592	.000	.475	0.000	.577	0.000	.722
.747	-.333	.346	-.535	.003	-1.095	.010	-2.156	.010	-1.209
.763	-.363	.448	-.490	.010	-2.551	.030	-1.785	.030	-1.338
.778	-.333	.487	-.432	.020	-2.525	.050	-1.137	.050	-.970
		.527	-.378	.025	-2.362	.100	-.956	.100	-.710
		.566	-.318	.030	-2.051	.180	-.779	.180	-.576
		.605	-.240	.050	-1.330	.300	-.612	.300	-.492
		.669	-.210	.100	-.982	.350	-.577	.350	-.449
		.684	-.190	.120	-.900	.400	-.541	.400	-.445
		.724	-.173	.180	-.709	.450	-.515	.450	-.437
		.763	-.132	.250	-.632	.500	-.483	.500	-.419
		.803	-.106	.300	-.579	.550	-.463	.550	-.422
		.882	-.197	.350	-.532	.600	-.433	.600	-.403
		.961	-.142	.400	-.505	.650	-.401	.650	-.402
				.450	-.479	.700	-.362	.700	-.405
				.500	-.462	.750	-.306	.990	.071
				.550	-.436	.850	-.154	.650	-.426
				.600	-.414	.950	.020	.700	-.407
				.650	-.372			.750	-.580
				.700	-.338			.850	-.210
				.800	-.224			.950	-.016
				.900	-.064			.990	.056
				.950	.024				
				.990	.093				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.017	.005	.935	.005	.936	.005	.943	.005	.879
.222	-.053	.025	.365	.025	.419	.025	.447	.025	.363
.338	-.123	.050	.169	.050	.203	.050	.169	.050	.112
.448	-.187	.100	-.030	.100	.029	.100	.068	.100	.017
.527	-.220	.120	-.045	.180	-.046	.180	-.056	.180	-.012
.605	-.218	.180	-.089	.400	-.171	.300	-.093	.300	-.098
.684	-.219	.250	-.146	.500	-.190	.400	-.143	.400	-.140
.724	-.168	.300	-.169	.600	-.181	.500	-.156	.500	-.146
.763	-.108	.400	-.208	.650	-.097	.600	-.131	.600	-.104
.803	-.020	.500	-.236	.700	-.014	.650	-.043	.650	-.035
.842	.070	.600	-.217	.750	.075	.700	.053	.700	.034
.921	.141	.650	-.138	.800	.161	.750	.199	.750	.154
.961	.153	.700	-.058	.900	.241	.800	.231	.800	.244
		.750	.041	.950	.253				
		.800	.117						
		.900	.206						
		.950	.222						

ORIGINAL PAGE IS
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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(a) $M = 0.50$ - Continued

$\alpha = 4.96^\circ$; $C_L = 0.538$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.228	.223	-.644	0.000	.245	0.000	.356	0.000	.554	0.000	.595
.747	-.317	.346	-.586	.003	-1.559	.010	-2.703	.010	-2.438	.010	-1.645
.763	-.360	.448	-.525	.010	-3.043	.030	-2.291	.030	-2.200	.030	-1.655
.778	-.333	.487	-.445	.020	-3.109	.050	-1.337	.050	-1.477	.050	-1.126
		.527	-.395	.025	-3.084	.100	-1.076	.100	-1.013	.100	-.809
		.566	-.334	.030	-2.551	.180	-.866	.180	-.821	.180	-.641
		.605	-.255	.050	-1.523	.300	-.663	.300	-.656	.300	-.540
		.669	-.211	.100	-1.113	.350	-.610	.350	-.601	.350	-.481
		.684	-.198	.120	-1.005	.400	-.569	.400	-.564	.400	-.472
		.724	-.180	.180	-.782	.450	-.550	.450	-.530	.450	-.468
		.763	-.136	.250	-.684	.500	-.512	.500	-.507	.500	-.454
		.803	-.098	.300	-.629	.550	-.484	.550	-.488	.550	-.442
		.882	-.201	.350	-.571	.600	-.452	.600	-.462	.600	-.427
		.961	-.138	.400	-.531	.650	-.416	.650	-.434	.650	-.423
				.450	-.502	.700	-.367	.700	-.409	.700	-.425
				.500	-.477	.750	-.307	.990	.059	.750	-.588
				.550	-.449	.850	-.157			.850	-.223
				.600	-.422	.950	.016			.950	-.026
				.650	-.380					.990	.053
				.700	-.341						
				.800	-.221						
				.900	-.062						
				.950	.019						
				.990	.086						
WING LOWER SURFACE											
	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	
	.148	.054	.005	.934	.005	.941	.005	.942	.005	.907	
	.222	-.017	.025	.507	.025	.534	.025	.561	.025	.504	
	.338	-.100	.050	.266	.050	.293	.050	.280	.050	.217	
	.448	-.158	.100	.049	.100	.129	.100	.139	.100	.094	
	.527	-.192	.120	.041	.180	.016	.180	.023	.180	.041	
	.605	-.197	.180	-.041	.400	-.136	.300	-.054	.300	-.061	
	.684	-.204	.250	-.081	.500	-.158	.400	-.106	.400	-.107	
	.724	-.151	.300	-.118	.600	-.159	.500	-.128	.500	-.118	
	.763	-.106	.400	-.175	.650	-.084	.600	-.109	.600	-.084	
	.803	-.015	.500	-.202	.700	-.006	.650	-.024	.650	-.030	
	.842	.080	.600	-.201	.750	.082	.700	.059	.700	.037	
	.921	.150	.650	-.125	.800	.168	.750	.210	.750	.161	
	.961	.152	.700	-.046	.900	.246	.800	.240	.800	.250	
			.750	.058	.950	.252					
			.800	.127							
			.900	.214							
			.950	.224							

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(a) $M = 0.50$ - Continued

$\alpha = 6.00^\circ$; $C_L = 0.636$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.228	.223	-.713	0.000	-.051	0.000	.137	0.000	.390
.747	-.320	.346	-.644	.003	-1.981	.010	-3.174	.010	-2.845
.763	-.350	.448	-.565	.010	-3.347	.030	-2.856	.030	-2.761
.778	-.330	.487	-.473	.020	-3.345	.050	-1.510	.050	-1.610
		.527	-.417	.025	-3.249	.100	-1.192	.100	-1.127
		.566	-.352	.030	-2.959	.180	-.947	.180	-.879
		.605	-.262	.050	-1.909	.300	-.725	.300	-.697
		.669	-.216	.100	-1.236	.350	-.653	.350	-.642
		.684	-.198	.120	-1.101	.400	-.611	.400	-.594
		.724	-.135	.180	-.874	.450	-.565	.450	-.561
		.763	-.127	.250	-.751	.500	-.528	.500	-.533
		.803	-.105	.300	-.682	.550	-.494	.550	-.506
		.882	-.189	.350	-.616	.600	-.455	.600	-.470
		.961	-.133	.400	-.571	.650	-.418	.650	-.445
				.450	-.534	.700	-.366	.700	-.413
				.500	-.502	.750	-.301	.990	.049
				.550	-.466	.850	-.143		
				.600	-.430	.950	.009		
				.650	-.388				
				.700	-.346				
				.800	-.216				
				.900	-.073				
				.950	.008				
				.990	.071				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.093	.005	.895	.005	.913	.005	.922	.005	.915
.222	.030	.025	.626	.025	.646	.025	.642	.025	.583
.338	-.061	.050	.369	.050	.405	.050	.381	.050	.306
.448	-.123	.100	.132	.100	.205	.100	.223	.100	.144
.527	-.158	.120	.126	.180	.073	.180	.080	.180	.087
.605	-.168	.180	.031	.400	-.091	.300	-.010	.300	-.034
.684	-.188	.250	-.036	.500	-.130	.400	-.071	.400	-.079
.724	-.133	.300	-.070	.600	-.146	.500	-.103	.500	-.102
.763	-.086	.400	-.124	.650	-.064	.600	-.086	.600	-.081
.803	.006	.500	-.178	.700	.013	.650	-.019	.650	-.014
.842	.095	.600	-.176	.750	.090	.700	.072	.700	.049
.921	.157	.650	-.113	.800	.179	.750	.212	.750	.161
.961	.172	.700	-.025	.900	.248	.800	.246	.800	.256
		.750	.066	.950	.256				
		.800	.139						
		.900	.223						
		.950	.233						

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(a) $M = 0.50$ - Continued

$\alpha = 8.02^\circ$; $C_L = 0.794$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.200	.223	-.823	0.000	-.402	0.000	-.134	0.000	.031
.747	-.306	.346	-.715	.003	-2.542	.010	-2.766	.010	-2.838
.763	-.351	.448	-.627	.010	-3.242	.030	-2.663	.030	-2.751
.778	-.322	.487	-.519	.020	-3.006	.050	-2.372	.050	-1.576
		.527	-.454	.025	-2.689	.100	-1.724	.100	-1.106
		.566	-.374	.030	-2.506	.180	-1.107	.180	-.825
		.605	-.284	.050	-2.127	.300	-.768	.300	-.658
		.669	-.239	.100	-2.038	.350	-.691	.350	-.586
		.684	-.208	.120	-1.784	.400	-.630	.400	-.571
		.724	-.183	.180	-1.291	.450	-.578	.450	-.542
		.763	-.138	.250	-.890	.500	-.531	.500	-.521
		.803	-.109	.300	-.733	.550	-.483	.550	-.504
		.882	-.183	.350	-.643	.600	-.448	.600	-.481
		.961	-.123	.400	-.586	.650	-.375	.650	-.464
				.450	-.537	.700	-.325	.700	-.456
				.500	-.495	.750	-.267	.750	-.596
				.550	-.445	.850	-.143	.850	-.229
				.600	-.405	.950	-.037	.950	-.045
				.650	-.355			.990	.016
				.700	-.312				
				.800	-.209				
				.900	-.087				
				.950	-.033				
				.990	.010				

WING LOWER SURFACE							
X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.185	.005	.818	.005	.863	.005	.829
.222	.113	.025	.754	.025	.776	.025	.771
.338	.001	.050	.511	.050	.531	.050	.512
.448	-.068	.100	.270	.100	.342	.100	.336
.527	-.115	.120	.227	.180	.180	.180	.162
.605	-.132	.180	.134	.400	-.037	.300	.068
.684	-.154	.250	.056	.500	-.086	.400	-.013
.724	-.108	.300	.012	.600	-.108	.500	-.058
.763	-.062	.400	-.074	.650	-.048	.600	-.064
.803	.013	.500	-.132	.700	.021	.650	.005
.842	.097	.600	-.143	.750	.095	.700	.082
.921	.174	.650	-.081	.800	.172	.750	.231
.961	.177	.700	-.017	.900	.234	.800	.252
		.750	.073	.950	.236		
		.800	.142				
		.900	.206				
		.950	.211				

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(a) M= 0.50 - Continued

$$\alpha = 8.96^\circ; \quad C_L = 0.846$$

[REDACTED]

ORIGINAL PAGE IS
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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

M = 0.50 - Concluded

$\alpha = 9.93^\circ$; $C_L = 0.885$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.201	.223	-.906	0.000	-.552	0.000	-.252	0.000	-.055
.747	-.321	.346	-.752	.003	-2.503	.010	-2.350	.010	-2.135
.763	-.361	.448	-.666	.010	-1.760	.030	-1.845	.030	-1.736
.778	-.338	.487	-.543	.020	-1.912	.050	-2.086	.050	-1.816
		.527	-.481	.025	-1.874	.100	-1.834	.100	-1.842
		.566	-.400	.030	-1.940	.180	-1.163	.180	-1.396
		.605	-.301	.050	-1.966	.300	-.889	.300	-.869
		.669	-.267	.100	-1.964	.350	-.714	.350	-.717
		.684	-.234	.120	-1.553	.400	-.644	.400	-.650
		.724	-.207	.180	-.969	.450	-.601	.450	-.571
		.763	-.152	.250	-1.058	.500	-.517	.500	-.507
		.803	-.134	.300	-1.043	.550	-.578	.550	-.472
		.882	-.212	.350	-.993	.600	-.432	.600	-.418
		.961	-.173	.400	-.826	.650	-.394	.650	-.362
				.450	-.675	.700	-.406	.700	-.337
				.500	-.564	.750	-.322	.990	-.114
				.550	-.571	.850	-.266		
				.600	-.484	.950	-.338		
				.650	-.402				
				.700	-.399				
				.800	-.291				
				.900	-.247				
				.950	-.185				
				.990	-.188				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.250	.005	.755	.005	.815	.005	.755	.005	.826
.222	.172	.025	.832	.025	.815	.025	.816	.025	.764
.338	.098	.050	.600	.050	.607	.050	.587	.050	.523
.448	-.029	.100	.345	.100	.379	.100	.394	.100	.302
.527	-.075	.120	.305	.180	.223	.180	.217	.180	.205
.605	-.109	.180	.209	.400	-.001	.300	.097	.300	.055
.684	-.131	.250	.107	.500	-.081	.400	.006	.400	-.016
.724	-.093	.300	.096	.600	-.121	.500	-.045	.500	-.055
.763	-.044	.400	-.038	.650	-.060	.600	-.073	.600	-.056
.803	.017	.500	-.120	.700	.003	.650	-.010	.650	-.005
.842	.114	.600	-.142	.750	.049	.700	.068	.700	.047
.921	.175	.650	-.091	.800	.141	.750	.216	.750	.199
.961	.177	.700	-.032	.900	.184	.800	.226	.800	.250
		.750	.053	.950	.161				
		.800	.105						
		.900	.172						
		.950	.152						

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) $M = 0.80$

$\alpha = -2.04^\circ$; $C_L = -0.248$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.359	.223	-.198	0.000	1.031	0.000	1.009	0.000	.978
.747	-.411	.346	-.302	.003	.787	.010	.176	.010	.309
.763	-.454	.448	-.287	.010	.113	.030	-.110	.030	-.123
.778	-.337	.487	-.248	.020	-.208	.050	-.192	.050	-.314
		.527	-.206	.025	-.229	.100	-.228	.100	-.239
		.566	-.147	.030	-.262	.180	-.341	.180	-.315
		.605	-.085	.050	-.334	.300	-.377	.300	-.408
		.669	-.084	.100	-.335	.350	-.368	.350	-.408
		.684	-.142	.120	-.318	.400	-.397	.400	-.407
		.724	-.232	.180	-.290	.450	-.412	.450	-.411
		.763	-.176	.250	-.311	.500	-.428	.500	-.417
		.803	-.122	.300	-.327	.550	-.443	.550	-.427
		.882	-.301	.350	-.315	.600	-.443	.600	-.428
		.961	-.192	.400	-.328	.650	-.417	.650	-.410
				.450	-.346	.700	-.353	.700	-.380
				.500	-.366	.750	-.289	.990	.141
				.550	-.399	.850	-.102		
				.600	-.428	.950	.087		
				.650	-.405				
				.700	-.373				
				.800	-.218				
				.900	-.030				
				.950	.074				
				.990	.152				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.273	.005	-.410	.005	.322	.005	.239	.005	.101
.222	-.316	.025	-.693	.025	-.587	.025	-.621	.025	-.510
.338	-.448	.050	-1.005	.050	-.920	.050	-.749	.050	-.939
.448	-.535	.100	-.816	.100	-.869	.100	-.865	.100	-.907
.527	-.655	.120	-.857	.180	-.880	.180	-.915	.180	-.829
.605	-.771	.180	-.832	.400	-.932	.300	-.952	.300	-.634
.684	-.400	.250	-.805	.500	-.516	.400	-.822	.400	-.445
.724	-.282	.300	-.781	.600	-.262	.500	-.326	.500	-.378
.763	-.176	.400	-.823	.650	-.155	.600	-.194	.600	-.219
.803	-.077	.500	-.892	.700	-.050	.650	-.084	.650	-.107
.842	.008	.600	-.297	.750	.019	.700	.024	.700	.025
.921	.107	.650	-.191	.800	.085	.750	.107	.750	.130
.961	.139	.700	-.103	.900	.189	.800	.161	.800	.201
		.750	-.019	.950	.218				
		.800	.037						
		.900	.168						
		.950	.194						

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) $M = 0.80$ - Continued

$\alpha = -1.06^\circ$; $C_L = -0.123$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.422	.223	-.274	0.000	1.040	0.000	1.039	0.000	1.008
.747	-.429	.346	-.369	.003	.639	.010	-.030	.010	.129
.763	-.477	.448	-.343	.010	-.148	.030	-.310	.030	-.313
.778	-.338	.487	-.287	.020	-.406	.050	-.374	.050	-.449
		.527	-.234	.025	-.489	.100	-.364	.100	-.364
		.566	-.168	.030	-.454	.180	-.430	.180	-.405
		.605	-.099	.050	-.508	.300	-.456	.300	-.473
		.669	-.101	.100	-.447	.350	-.430	.350	-.457
		.684	-.161	.120	-.458	.400	-.446	.400	-.462
		.724	-.260	.180	-.385	.450	-.466	.450	-.459
		.763	-.202	.250	-.390	.500	-.464	.500	-.455
		.803	-.150	.300	-.404	.550	-.481	.550	-.464
		.882	-.308	.350	-.380	.600	-.480	.600	-.454
		.961	-.192	.400	-.368	.650	-.441	.650	-.426
				.450	-.376	.700	-.362	.700	-.387
				.500	-.396	.750	-.298	.990	.128
				.550	-.427	.850	-.106		
				.600	-.471	.950	.088		
				.650	-.439				
				.700	-.385				
				.800	-.224				
				.900	-.027				
				.950	.075				
				.990	.147				

WING LOWER SURFACE	
X/C	CP
.148	-.217
.222	-.275
.338	-.397
.448	-.498
.527	-.618
.605	-.629
.684	-.425
.724	-.293
.763	-.182
.803	-.069
.842	.026
.921	.122
.961	.145

X/C	CP
.005	.522
.025	-.509
.050	-.684
.100	-.743
.120	-.743
.180	-.718
.250	-.685
.300	-.676
.400	-.754
.500	-.801
.600	-.338
.650	-.216
.700	-.090
.750	.013
.800	.072
.900	.183
.950	.215

X/C	CP
.005	.499
.025	-.427
.050	-.735
.100	-.708
.180	-.749
.400	-.778
.500	-.473
.600	-.289
.650	-.166
.700	-.043
.750	.049
.800	.123
.900	.209
.950	.234

X/C	CP
.005	.396
.025	-.436
.050	-.687
.100	-.674
.180	-.786
.300	-.759
.400	-.507
.500	-.385
.600	-.233
.650	-.098
.700	.030
.750	.132
.800	.191

X/C	CP
.005	.241
.025	-.390
.050	-.827
.100	-.793
.180	-.558
.300	-.447
.400	-.444
.500	-.382
.600	-.218
.650	-.106
.700	.028
.750	.139
.800	.209

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) $M = 0.80$ - Continued

$\alpha = -0.07^\circ$; $C_L = 0.004$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.450	.223	-.342	.000	1.041	0.000	1.031	0.030	1.028	0.000	.964
.747	-.436	.346	-.453	.003	.497	.010	-.242	.010	-.050	.010	.060
.763	-.479	.448	-.404	.010	-.310	.030	-.550	.030	-.438	.030	-.515
.778	-.333	.487	-.324	.020	-.632	.050	-.600	.050	-.712	.050	-.722
		.527	-.264	.025	-.764	.100	-.534	.100	-.474	.100	-.458
		.566	-.192	.030	-.756	.180	-.574	.180	-.533	.180	-.431
		.605	-.119	.050	-.707	.300	-.557	.300	-.627	.300	-.430
		.669	-.116	.100	-.594	.350	-.497	.350	-.509	.350	-.388
		.684	-.176	.120	-.598	.400	-.509	.400	-.497	.400	-.402
		.724	-.281	.180	-.490	.450	-.524	.450	-.498	.450	-.408
		.763	-.238	.250	-.479	.500	-.519	.500	-.491	.500	-.401
		.803	-.173	.300	-.454	.550	-.523	.550	-.492	.550	-.411
		.882	-.310	.350	-.431	.600	-.507	.600	-.482	.600	-.396
		.961	-.188	.400	-.415	.650	-.459	.650	-.443	.650	-.405
				.450	-.415	.700	-.368	.700	-.400	.700	-.397
				.500	-.428	.750	-.292	.990	.113	.750	-.794
				.550	-.466	.850	-.101			.850	-.127
				.600	-.501	.950	.083			.950	.055
				.650	-.465					.990	.104
				.700	-.408						
				.800	-.221						
				.900	-.026						
				.950	.076						
				.990	.145						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.148	-.165	.005	.660
.222	-.224	.025	-.320
.338	-.342	.050	-.531
.448	-.432	.100	-.626
.527	-.550	.120	-.608
.605	-.486	.180	-.548
.684	-.425	.250	-.575
.724	-.294	.300	-.612
.763	-.183	.400	-.664
.803	-.060	.500	-.578
.842	.040	.600	-.380
.921	.134	.650	-.222
.961	.157	.700	-.094
		.750	.019
		.800	.092
		.900	.194
		.950	.231

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.600	.005	.548	.005	.392	.005	.392
.025	-.258	.025	-.266	.025	-.225	.025	-.225
.050	-.550	.050	-.637	.050	-.609	.050	-.609
.100	-.591	.100	-.585	.100	-.466	.100	-.466
.180	-.545	.180	-.636	.180	-.433	.180	-.433
.400	-.642	.300	-.535	.300	-.401	.300	-.401
.500	-.475	.400	-.490	.400	-.422	.400	-.422
.600	-.330	.500	-.417	.500	-.361	.500	-.361
.650	-.179	.600	-.246	.600	-.214	.600	-.214
.700	-.045	.650	-.103	.650	-.101	.650	-.101
.750	.053	.700	.032	.700	.028	.700	.028
.800	.134	.750	.137	.750	.146	.750	.146
.900	.226	.800	.197	.800	.218	.800	.218
.950	.250						

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) $M = 0.80$ - Continued

$\alpha = 0.92^\circ$; $C_L = 0.131$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.497	.223	-.412	0.000	1.026	0.000	1.025	0.000	1.033
.747	-.445	.346	-.588	.003	.410	.010	-.452	.010	-.225
.763	-.478	.448	-.486	.010	-.498	.030	-.916	.030	-.712
.778	-.337	.487	-.364	.020	-.831	.050	-.713	.050	-.870
		.527	-.289	.025	-.976	.100	-.723	.100	-.595
		.566	-.210	.030	-1.019	.180	-.727	.180	-.713
		.605	-.138	.050	-.984	.300	-.689	.300	-.764
		.669	-.132	.100	-.800	.350	-.592	.350	-.729
		.684	-.187	.120	-.741	.400	-.550	.400	-.538
		.724	-.288	.180	-.691	.450	-.552	.450	-.470
		.763	-.255	.250	-.523	.500	-.536	.500	-.464
		.803	-.191	.300	-.4	.550	-.529	.550	-.496
		.882	-.308	.350	-.476	.600	-.524	.600	-.483
		.961	-.178	.400	-.452	.650	-.465	.650	-.450
				.450	-.442	.700	-.365	.700	-.406
				.500	-.457	.750	-.290	.990	.109
				.550	-.486	.850	-.095		
				.600	-.539	.950	.284		
				.650	-.486				
				.700	-.423				
				.800	-.221				
				.900	-.020				
				.950	.077				
				.990	.140				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.103	.005	.740	.005	.712	.005	.657	.005	.545
.222	-.178	.025	-.203	.025	-.068	.025	-.091	.025	-.080
.338	-.296	.050	-.305	.050	-.360	.050	-.393	.050	-.445
.448	-.394	.100	-.482	.100	-.406	.100	-.405	.100	-.379
.527	-.495	.120	-.452	.180	-.449	.180	-.492	.180	-.342
.605	-.463	.180	-.454	.400	-.527	.300	-.445	.300	-.363
.684	-.413	.250	-.504	.500	-.477	.400	-.467	.400	-.380
.724	-.281	.300	-.522	.600	-.325	.500	-.400	.500	-.334
.763	-.173	.400	-.526	.650	-.179	.600	-.243	.600	-.200
.803	-.056	.500	-.575	.700	-.042	.650	-.096	.650	-.093
.842	.050	.600	-.376	.750	.063	.700	.037	.700	.034
.921	.144	.650	-.226	.800	.149	.750	.153	.750	.159
.961	.155	.700	-.090	.900	.241	.800	.216	.800	.234
		.750	.024	.950	.259				
		.800	.102						
		.900	.210						
		.950	.233						

TABLE A1.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) $M = 0.80$ - Continued

$\alpha = 1.40^\circ$; $C_L = 0.196$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.491	.223	-.444	0.000	1.009	0.000	1.017	0.000	1.031
.747	-.456	.346	-.621	.003	.320	.010	-.519	.010	-.291
.763	-.480	.448	-.515	.010	-.593	.030	-.899	.030	-.868
.778	-.334	.487	-.380	.020	-.916	.050	-.874	.050	-.953
		.527	-.303	.025	-1.086	.100	-.777	.100	-.768
		.566	-.221	.030	-1.105	.180	-.789	.180	-.750
		.605	-.142	.050	-1.078	.300	-.906	.300	-.859
		.669	-.145	.100	-.957	.350	-.713	.350	-.868
		.684	-.194	.120	-.875	.400	-.548	.400	-.649
		.724	-.287	.180	-.788	.450	-.527	.450	-.424
		.763	-.282	.250	-.746	.500	-.524	.500	-.431
		.803	-.197	.300	-.488	.550	-.515	.550	-.450
		.882	-.310	.350	-.466	.600	-.504	.600	-.464
		.961	-.173	.400	-.455	.650	-.466	.650	-.442
				.450	-.450	.700	-.362	.700	-.409
				.500	-.467	.750	-.290	.990	.111
				.550	-.494	.850	-.098		
				.600	-.537	.950	.084		
				.650	-.494				
				.700	-.422				
				.800	-.215				
				.900	-.022				
				.950	.074				
				.990	.138				

WING LOWER SURFACE		WING LOWER SURFACE		WING LOWER SURFACE		WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.084	.005	-.805	.005	.770	.005	.717	.005	-.585
.222	-.163	.025	-.090	.025	-.013	.025	-.017	.025	-.017
.338	-.270	.050	-.221	.050	-.305	.050	-.326	.050	-.368
.448	-.379	.100	-.405	.100	-.340	.100	-.335	.100	-.328
.527	-.449	.120	-.386	.180	-.398	.180	-.439	.180	-.294
.605	-.431	.180	-.414	.400	-.476	.300	-.414	.300	-.336
.684	-.397	.250	-.442	.500	-.450	.400	-.422	.400	-.346
.724	-.276	.300	-.469	.600	-.327	.500	-.383	.500	-.318
.763	-.173	.400	-.502	.650	-.176	.600	-.238	.600	-.193
.803	-.056	.500	-.541	.700	-.042	.650	-.093	.650	-.088
.842	.053	.600	-.378	.750	.067	.700	.040	.700	.032
.921	.145	.650	-.232	.800	.155	.750	.159	.750	.163
.961	.161	.700	-.090	.900	.244	.800	.220	.800	.243
		.750	.032	.950	.269				
		.800	.104						
		.900	.217						
		.950	.242						

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) $M = 0.80$ - Continued

$\alpha = 1.95^\circ$; $C_L = 0.269$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.591	.223	-.470	0.000	.978	0.000	1.002	0.000	1.025	0.000	.970
.747	-.453	.346	-.645	.003	.240	.010	-.611	.010	-.373	.010	-.195
.763	-.477	.448	-.590	.010	-.696	.030	-.984	.030	-.963	.030	-.918
.778	-.334	.487	-.406	.020	-.972	.050	-.987	.050	-1.077	.050	-.993
		.527	-.322	.025	-1.138	.100	-.845	.100	-.816	.100	-.939
		.566	-.236	.030	-1.208	.180	-.906	.180	-.894	.180	-.829
		.605	-.158	.050	-1.229	.300	-.959	.300	-.940	.300	-.531
		.669	-.149	.100	-1.012	.350	-.994	.350	-.925	.350	-.590
		.684	-.201	.120	-.993	.400	-.829	.400	-.946	.400	-.490
		.724	-.298	.180	-.901	.450	-.507	.450	-.684	.450	-.439
		.763	-.275	.250	-.870	.500	-.471	.500	-.399	.500	-.431
		.803	-.202	.300	-.843	.550	-.464	.550	-.379	.550	-.433
		.882	-.303	.350	-.490	.600	-.454	.600	-.407	.600	-.421
		.961	-.173	.400	-.437	.650	-.416	.650	-.393	.650	-.427
				.450	-.444	.700	-.359	.700	-.399	.700	-.423
				.500	-.452	.750	-.275	.990	.113	.750	-.814
				.550	-.478	.850	-.092			.850	-.140
				.600	-.526	.950	.079			.950	.039
				.650	-.482					.990	.088
				.700	-.417						
				.800	-.219						
				.900	-.022						
				.950	.075						
				.990	.138						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.053	.005	.850	.005	.813	.005	.776	.005	.648		
.222	-.126	.025	.006	.025	.080	.025	.070	.025	.043		
.338	-.245	.050	-.132	.050	-.205	.050	-.258	.050	-.260		
.448	-.335	.100	-.349	.100	-.263	.100	-.272	.100	-.279		
.527	-.420	.120	-.341	.180	-.343	.180	-.375	.180	-.257		
.605	-.402	.180	-.355	.400	-.447	.300	-.373	.300	-.308		
.684	-.376	.250	-.394	.500	-.416	.400	-.393	.400	-.328		
.724	-.272	.300	-.432	.600	-.319	.500	-.368	.500	-.292		
.763	-.167	.400	-.454	.650	-.177	.600	-.228	.600	-.183		
.803	-.044	.500	-.485	.700	-.036	.650	-.084	.650	-.085		
.842	.069	.600	-.366	.750	.075	.700	.048	.700	.037		
.921	.156	.650	-.216	.800	.168	.750	.175	.750	.172		
.961	.169	.700	-.083	.900	.258	.800	.227	.800	.250		
		.750	.044	.950	.272						
		.800	.118								
		.900	.231								
		.950	.249								

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) $M = 0.80$ - Continued

$\alpha = 2.44^\circ$; $C_L = 0.335$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.537	.223	-.492	0.000	.968	0.000	.993	0.000	.962
.747	-.441	.346	-.693	.003	.151	.010	-.651	.010	-.242
.763	-.479	.448	-.707	.010	-.745	.030	-1.058	.030	-1.004
.778	-.333	.487	-.477	.020	-1.039	.050	-1.049	.050	-1.083
		.527	-.349	.025	-1.199	.100	-.952	.100	-1.018
		.566	-.252	.030	-1.308	.180	-.977	.180	-.931
		.605	-.171	.050	-1.346	.300	-1.050	.300	-.718
		.669	-.159	.100	-1.220	.350	-1.080	.350	-.717
		.684	-.211	.120	-1.200	.400	-1.040	.400	-.582
		.724	-.320	.180	-.945	.450	-.867	.450	-.475
		.763	-.283	.250	-.938	.500	-.531	.500	-.427
		.803	-.210	.300	-.952	.550	-.430	.550	-.428
		.882	-.297	.350	-.905	.600	-.382	.600	-.417
		.961	-.159	.400	-.514	.650	-.349	.650	-.420
				.450	-.430	.700	-.310	.700	-.420
				.500	-.432	.750	-.253	.750	-.808
				.550	-.471	.850	-.088	.850	-.141
				.600	-.509	.950	.084	.950	.037
				.650	-.472			.990	.087
				.700	-.395				
				.800	-.211				
				.900	-.019				
				.950	.073				
				.990	.140				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.022	.005	.885	.005	.835	.005	.812	.005	.685
.222	-.099	.025	.107	.025	.129	.025	.136	.025	.091
.338	-.218	.050	-.085	.050	-.120	.050	-.182	.050	-.200
.448	-.311	.100	-.28	.100	-.217	.100	-.219	.100	-.229
.527	-.388	.120	-.267	.180	-.291	.180	-.317	.180	-.225
.605	-.387	.180	-.297	.400	-.415	.300	-.323	.300	-.284
.684	-.369	.250	-.343	.500	-.402	.400	-.365	.400	-.316
.724	-.261	.300	-.387	.600	-.318	.500	-.351	.500	-.286
.763	-.155	.400	-.416	.650	-.167	.600	-.223	.600	-.184
.803	-.035	.500	-.474	.700	-.029	.650	-.081	.650	-.080
.842	.079	.600	-.357	.750	.081	.700	.051	.700	.040
.921	.160	.650	-.211	.800	.176	.750	.141	.750	.173
.961	.172	.700	-.072	.900	.265	.800	.240	.800	.253
		.750	.048	.950	.279				
		.800	.132						
		.900	.237						
		.950	.254						

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) $M = 0.80$ - Continued

$\alpha = 2.92^\circ$; $C_L = 0.399$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.514	.223	-.521	0.000	.933	0.000	.979	0.000	1.016
.747	-.451	.346	-.740	.003	.087	.010	-.709	.010	-.493
.763	-.473	.448	-.737	.010	-.916	.030	-1.109	.030	-1.097
.778	-.329	.487	-.523	.020	-1.114	.050	-1.127	.050	-1.215
		.527	-.384	.025	-1.261	.100	-1.027	.100	-1.012
		.566	-.277	.030	-1.348	.180	-1.076	.180	-1.011
		.605	-.187	.050	-1.397	.300	-1.101	.300	-1.052
		.669	-.176	.100	-1.308	.350	-1.114	.350	-1.077
		.684	-.220	.120	-1.275	.400	-1.109	.400	-1.078
		.724	-.303	.180	-.955	.450	-1.141	.450	-1.097
		.763	-.273	.250	-.980	.500	-.687	.500	-.741
		.803	-.214	.300	-.992	.550	-.491	.550	-.470
		.882	-.292	.350	-1.000	.600	-.423	.600	-.389
		.961	-.156	.400	-.731	.650	-.327	.650	-.333
				.450	-.458	.700	-.283	.700	-.313
				.500	-.437	.750	-.217	.990	.104
				.550	-.449	.850	-.072		
				.600	-.483	.950	.084		
				.650	-.442				
				.700	-.382				
				.800	-.204				
				.900	-.019				
				.950	.076				
				.990	.140				

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) $M = 0.80$ - Continued

$\alpha = 3.92^\circ$; $C_L = 0.499$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE				WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.544	.223	-.594	0.000	.885	0.000	.945	0.000	.994	0.000	.931
.747	-.431	.346	-.775	.003	-.009	.010	-.844	.010	-.582	.010	-.410
.763	-.459	.448	-.856	.010	-.928	.030	-1.206	.030	-1.193	.030	-1.126
.778	-.324	.487	-.647	.020	-1.213	.050	-1.214	.050	-1.309	.050	-1.224
		.527	-.445	.025	-1.370	.100	-1.136	.100	-1.132	.100	-1.159
		.566	-.321	.030	-1.443	.180	-1.153	.180	-1.128	.180	-1.086
		.605	-.223	.050	-1.506	.300	-1.190	.300	-1.157	.300	-.952
		.669	-.196	.100	-1.471	.350	-1.209	.350	-1.077	.350	-.889
		.684	-.230	.120	-1.429	.400	-1.132	.400	-.806	.400	-.801
		.724	-.294	.180	-1.334	.450	-.689	.450	-.586	.450	-.518
		.763	-.263	.250	-1.042	.500	-.592	.500	-.552	.500	-.404
		.803	-.209	.300	-1.062	.550	-.553	.550	-.504	.550	-.385
		.882	-.284	.350	-1.063	.600	-.500	.600	-.458	.600	-.387
		.961	-.149	.400	-1.038	.650	-.427	.650	-.396	.650	-.405
				.450	-.592	.700	-.356	.700	-.348	.700	-.414
				.500	-.456	.750	-.285	.990	-.100	.750	-.799
				.550	-.407	.850	-.151			.850	-.171
				.600	-.401	.950	-.061			.950	.007
				.650	-.386					.990	.070
				.700	-.353						
				.800	-.211						
				.900	-.029						
				.950	.066						
				.990	.128						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.148	.044		.005	.966		.005	.909		.005	.775
	.222	-.033		.025	.271		.025	.306		.025	.254
	.338	-.145		.050	.086		.050	.042		.050	-.068
	.448	-.252		.100	-.128		.100	-.071		.100	-.130
	.527	-.323		.120	-.139		.180	-.175		.180	-.154
	.605	-.330		.180	-.202		.400	-.343		.300	-.244
	.684	-.336		.250	-.265		.500	-.363		.400	-.285
	.724	-.234		.300	-.284		.600	-.316		.500	-.273
	.763	-.140		.400	-.359		.650	-.174		.600	-.183
	.803	-.020		.500	-.412		.700	-.044		.650	-.083
	.842	.089		.600	-.341		.750	.069		.700	.026
	.921	.176		.650	-.203		.800	.157		.750	.169
	.961	.188		.700	-.071		.900	.237		.800	.253
				.750	.058		.950	.245			
				.800	.138						
				.900	.246						
				.950	.266						

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) M = 0.80 - Continued

$\alpha = 4.91^\circ$; $C_L = 0.548$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.433	.223	-.667	0.000	.831	0.000	.900	0.000	.971	0.000	.905								
.747	-.440	.346	-.792	.003	-.178	.010	-.917	.010	-.689	.010	-.497								
.763	-.492	.448	-.910	.010	-1.002	.030	-1.283	.030	-1.263	.030	-1.202								
.778	-.343	.487	-.608	.020	-1.310	.050	-1.291	.050	-1.398	.050	-1.309								
		.527	-.439	.025	-1.447	.100	-1.250	.100	-1.221	.100	-1.258								
		.566	-.324	.030	-1.516	.180	-1.232	.180	-1.204	.180	-1.166								
		.605	-.228	.050	-1.601	.300	-.881	.300	-.918	.300	-1.035								
		.669	-.188	.100	-1.559	.350	-.675	.350	-.660	.350	-.775								
		.684	-.215	.120	-1.536	.400	-.653	.400	-.608	.400	-.594								
		.724	-.263	.180	-1.485	.450	-.623	.450	-.585	.450	-.425								
		.763	-.252	.250	-1.085	.500	-.594	.500	-.566	.500	-.401								
		.803	-.202	.300	-.926	.550	-.538	.550	-.517	.550	-.412								
		.882	-.292	.350	-.872	.600	-.507	.600	-.480	.600	-.414								
		.961	-.171	.400	-.760	.650	-.443	.650	-.432	.650	-.422								
				.450	-.671	.700	-.410	.700	-.394	.700	-.421								
				.500	-.567	.750	-.367	.990	-.191	.750	-.766								
				.550	-.507	.850	-.291			.850	-.200								
				.600	-.439	.950	-.231			.950	-.046								
				.650	-.404					.990	.003								
				.700	-.368														
				.800	-.250														
				.900	-.125														
				.950	-.061														
				.990	.004														
WING LOWER SURFACE																			
	X/C	CP		X/C	CP		X/C	CP		X/C	CP		X/C	CP					
	.148	.077		.005	.991		.005	.952		.005	.932		.005	.837					
	.222	.009		.025	.370		.025	.377		.025	.364		.025	.330					
	.338	-.114		.050	.155		.050	.132		.050	.078		.050	.005					
	.448	-.221		.100	-.053		.100	-.011		.100	-.016		.100	-.070					
	.527	-.296		.120	-.063		.180	-.120		.180	-.148		.180	-.113					
	.605	-.319		.180	-.144		.400	-.324		.300	-.237		.300	-.217					
	.684	-.335		.250	-.204		.500	-.374		.400	-.306		.400	-.277					
	.724	-.233		.300	-.248		.600	-.360		.500	-.339		.500	-.282					
	.763	-.146		.400	-.323		.650	-.207		.600	-.266		.600	-.198					
	.803	-.023		.500	-.404		.700	-.085		.650	-.128		.650	-.097					
	.842	.082		.600	-.363		.750	.026		.700	-.000		.700	.011					
	.921	.170		.650	-.225		.800	.121		.750	.151		.750	.153					
	.961	.181		.700	-.103		.900	.194		.800	.203		.800	.240					
				.750	.026		.950	.183											
				.800	.115														
				.900	.211														
				.950	.229														

[REDACTED]

(b) M = 0.80 - Continued

$$\alpha = 5.93^\circ; \quad C_L = 0.012$$

[REDACTED]

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(b) M = 0.80 - Concluded

$\alpha = 6.48^\circ$; $C_L = 0.651$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.649	.223	-.782	0.000	.729	0.000	.839	0.000	.909	0.000	.842
.747	-.616	.346	-.841	.003	-.301	.010	-1.044	.010	-.833	.010	-.642
.763	-.545	.448	-.727	.010	-1.096	.030	-1.416	.030	-1.372	.030	-1.342
.778	-.371	.487	-.505	.020	-1.061	.050	-1.421	.050	-1.476	.050	-1.414
		.527	-.416	.025	-1.112	.100	-1.389	.100	-1.331	.100	-1.395
		.566	-.319	.030	-1.102	.180	-1.345	.180	-1.131	.180	-1.200
		.605	-.232	.050	-.850	.300	-.894	.300	-.720	.300	-.698
		.669	-.216	.100	-.900	.350	-.778	.350	-.685	.350	-.645
		.684	-.261	.120	-.991	.400	-.742	.400	-.655	.400	-.597
		.724	-.351	.180	-.858	.450	-.684	.450	-.638	.450	-.555
		.763	-.367	.250	-1.012	.500	-.610	.500	-.599	.500	-.515
		.803	-.341	.300	-1.002	.550	-.577	.550	-.579	.550	-.489
		.882	-.355	.350	-.919	.600	-.531	.600	-.554	.600	-.463
		.961	-.186	.400	-.936	.650	-.498	.650	-.515	.650	-.454
				.450	-.829	.700	-.436	.700	-.485	.700	-.432
				.500	-.807	.750	-.401	.990	-.290	.750	-.508
				.550	-.767	.850	-.324			.850	-.306
				.600	-.681	.950	-.246			.950	-.210
				.650	-.565					.990	-.172
				.700	-.515						
				.800	-.413						
				.900	-.259						
				.950	-.220						
				.990	-.207						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.989	.005	1.018
.010	-.833	.025	.493
.030	-1.372	.050	.280
.050	-1.476	.100	.052
.100	-1.331	.120	.026
.180	-1.131	.180	-.077
.300	-.720	.250	-.115
.350	-.685	.300	-.168
.400	-.655	.400	-.273
.450	-.638	.500	-.363
.500	-.599	.600	-.365
.550	-.579	.650	-.240
.600	-.554	.700	-.124
.650	-.515	.750	.013
.700	-.485	.800	.080
.990	-.290	.900	.176
		.950	.148

WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.982	.005	.989
.025	.489	.025	.481
.050	.214	.050	.256
.100	.095	.100	.136
.180	-.066	.180	-.033
.300	-.182	.400	-.260
.400	-.252	.500	-.339
.500	-.317	.600	-.348
.600	-.277	.650	-.218
.650	-.136	.700	-.090
.700	-.012	.750	.019
.750	.145	.800	.118
.800	.194	.900	.189
		.950	.176

ORIGINAL PAGE IS
OF POOR QUALITY.

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(c) $M = 0.85$

$\alpha = -2.10^\circ$; $C_L = -0.187$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.522	.223	-.195	0.000	1.034	0.000	1.010	0.000	.932
.747	-.510	.346	-.331	.003	.161	.010	.273	.010	.347
.763	-.697	.448	-.305	.010	-.057	.030	-.115	.030	-.216
.778	-.397	.487	-.250	.020	-.139	.050	-.227	.050	-.429
		.527	-.185	.025	-.233	.100	-.260	.100	-.326
		.566	-.111	.030	-.273	.180	-.356	.180	-.340
		.605	-.036	.050	-.317	.300	-.429	.300	-.475
		.669	-.034	.100	-.343	.350	-.401	.350	-.420
		.684	-.097	.120	-.376	.400	-.428	.400	-.444
		.724	-.231	.180	-.305	.450	-.461	.450	-.430
		.763	-.287	.250	-.345	.500	-.478	.500	-.449
		.803	-.250	.300	-.347	.550	-.515	.550	-.482
		.882	-.458	.350	-.331	.600	-.564	.600	-.493
		.961	-.279	.400	-.317	.650	-.641	.650	-.485
				.450	-.322	.700	-.676	.700	-.481
				.500	-.339	.750	-.725	.750	-.727
				.550	-.382	.850	-.265	.850	-.113
				.600	-.456	.950	-.124	.950	.010
				.650	-.470			.990	.045
				.700	-.573				
				.800	-.725				
				.900	-.217				
				.950	-.116				
				.990	-.056				

WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.220	.005	.488	.005	.426	.005	.385	.005	.218
.222	-.267	.025	-.524	.025	-.432	.025	-.439	.025	-.367
.338	-.391	.050	-.788	.050	-.715	.050	-.612	.050	-.781
.448	-.500	.100	-.788	.100	-.716	.100	-.734	.100	-.782
.527	-.590	.120	-.758	.180	-.741	.180	-.790	.180	-.764
.605	-.704	.180	-.747	.400	-.859	.300	-.858	.300	-.745
.684	-.871	.250	-.775	.500	-.329	.400	-.874	.400	-.778
.724	-.396	.300	-.749	.600	-.260	.500	-.362	.500	-.698
.763	-.298	.400	-.782	.650	-.245	.600	-.283	.600	-.229
.803	-.256	.500	-.738	.700	-.241	.650	-.267	.650	-.166
.842	-.211	.600	-.280	.750	-.227	.700	-.241	.700	-.085
.921	-.103	.650	-.274	.800	-.210	.750	-.229	.750	-.037
.961	-.015	.700	-.259	.900	-.184	.800	-.189	.800	.056
		.750	-.248	.950	-.152				
		.800	-.241						
		.900	-.183						
		.950	-.125						

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(c) $M = 0.85$ - Continued

$\alpha = -1.06^\circ$; $C_L = -0.102$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.496	.223	-.250	0.300	1.067	0.000	1.349	0.000	1.029	0.300	.958
.747	-.530	.346	-.445	.003	.642	.010	-.002	.010	.121	.010	.254
.763	-.704	.448	-.373	.010	-.092	.030	-.301	.030	-.280	.030	-.327
.778	-.353	.487	-.279	.020	-.387	.050	-.375	.050	-.468	.050	-.556
		.527	-.206	.025	-.477	.100	-.379	.100	-.334	.100	-.404
		.566	-.127	.030	-.483	.180	-.477	.180	-.421	.180	-.371
		.605	-.050	.050	-.495	.300	-.513	.300	-.579	.300	-.536
		.669	-.043	.100	-.458	.350	-.502	.350	-.610	.350	-.511
		.684	-.102	.120	-.468	.400	-.492	.400	-.617	.400	-.539
		.724	-.241	.180	-.499	.450	-.505	.450	-.610	.450	-.542
		.763	-.284	.250	-.371	.500	-.530	.500	-.620	.500	-.560
		.803	-.263	.300	-.395	.550	-.557	.550	-.624	.550	-.547
		.882	-.463	.350	-.378	.600	-.592	.600	-.642	.600	-.462
		.961	-.201	.400	-.359	.650	-.674	.650	-.642	.650	-.419
				.450	-.344	.700	-.700	.700	-.626	.700	-.398
				.500	-.362	.750	-.721	.990	.025	.750	-.692
				.550	-.401	.850	-.158			.850	-.094
				.600	-.477	.950	-.019			.950	.035
				.650	-.495					.990	.067
				.700	-.584						
				.800	-.711						
				.900	-.134						
				.950	-.051						
				.990	-.017						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.610	.005	.540
.025	-.367	.025	-.313
.050	-.635	.050	-.599
.100	-.830	.100	-.568
.120	-.651	.180	-.652
.180	-.654	.400	-.774
.250	-.660	.500	-.700
.300	-.663	.600	-.258
.400	-.723	.650	-.239
.500	-.815	.700	-.223
.600	-.260	.750	-.190
.650	-.244	.800	-.183
.700	-.243	.900	-.124
.750	-.226	.950	-.079
.800	-.211		
.900	-.146		
.950	-.078		

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.458	.005	.308	.005	.458	.005	.308
.025	-.292	.025	-.288	.025	-.292	.025	-.288
.050	-.560	.050	-.684	.050	-.560	.050	-.684
.100	-.558	.100	-.709	.100	-.558	.100	-.709
.180	-.719	.180	-.673	.180	-.719	.180	-.673
.300	-.752	.300	-.657	.300	-.752	.300	-.657
.400	-.797	.400	-.702	.400	-.797	.400	-.702
.500	-.542	.500	-.752	.500	-.542	.500	-.752
.600	-.260	.600	-.193	.600	-.260	.600	-.193
.650	-.227	.650	-.114	.650	-.227	.650	-.114
.700	-.199	.700	-.022	.700	-.199	.700	-.022
.750	-.170	.750	.040	.750	-.170	.750	.040
.800	-.135	.800	.095	.800	-.135	.800	.095

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(c) $M = 0.85$ - Continued

$\alpha = -0.06^\circ$; $C_L = -0.006$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.517	.223	-.319	0.000	1.062	0.000	1.052	0.000	1.045
.747	-.562	.346	-.500	.003	.544	.010	-.160	.010	.021
.763	-.704	.448	-.455	.010	-.231	.030	-.470	.030	-.396
.778	-.311	.487	-.296	.020	-.558	.050	-.508	.050	-.672
		.527	-.219	.025	-.709	.100	-.418	.100	-.417
		.566	-.138	.030	-.671	.180	-.588	.180	-.558
		.605	-.060	.050	-.722	.300	-.691	.300	-.668
		.669	-.055	.100	-.569	.350	-.679	.350	-.691
		.684	-.109	.120	-.590	.400	-.685	.400	-.711
		.724	-.236	.180	-.597	.450	-.534	.450	-.748
		.763	-.289	.250	-.633	.500	-.509	.500	-.757
		.803	-.279	.300	-.653	.550	-.558	.550	-.757
		.882	-.474	.350	-.374	.600	-.606	.600	-.771
		.961	-.163	.400	-.362	.650	-.678	.650	-.663
				.450	-.359	.700	-.695	.700	-.318
				.500	-.375	.750	-.347	.990	.039
				.550	-.410	.850	-.078		
				.600	-.483	.950	.041		
				.650	-.502				
				.700	-.592				
				.800	-.536				
				.900	-.065				
				.950	.023				
				.990	.053				

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(c) $M = 0.85$ - Continued

$\alpha = 1.41^\circ$; $C_L = 0.156$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.553	.223	-.381	0.000	1.036	0.000	1.043	0.000	1.047	0.000	.983
.747	-.667	.346	-.589	.303	.405	.010	-.346	.010	-.133	.010	-.008
.763	-.699	.448	-.644	.010	-.448	.030	-.756	.030	-.711	.030	-.691
.778	-.295	.487	-.554	.020	-.751	.050	-.704	.050	-.728	.050	-.789
		.527	-.312	.025	-.903	.100	-.666	.100	-.645	.100	-.742
		.566	-.193	.030	-.962	.180	-.740	.180	-.689	.180	-.712
		.605	-.108	.050	-.936	.300	-.825	.300	-.782	.300	-.658
		.669	-.092	.100	-.819	.350	-.851	.350	-.825	.350	-.619
		.684	-.135	.120	-.810	.400	-.887	.400	-.845	.400	-.664
		.724	-.257	.180	-.755	.450	-.850	.450	-.867	.450	-.685
		.763	-.303	.250	-.755	.500	-.855	.500	-.882	.500	-.713
		.803	-.303	.300	-.778	.550	-.886	.550	-.844	.550	-.740
		.882	-.489	.350	-.789	.600	-.773	.600	-.349	.600	-.650
		.961	-.136	.400	-.807	.650	-.381	.650	-.297	.650	-.356
				.450	-.480	.700	-.290	.700	-.267	.700	-.294
				.500	-.374	.750	-.224	.990	-.110	.750	-.532
				.550	-.400	.850	-.088			.850	-.111
				.600	-.477	.950	.041			.950	.025
				.650	-.512					.990	.054
				.700	-.607						
				.800	-.270						
				.900	-.202						
				.950	.069						
				.990	.111						

WING LOWER SURFACE		X/C		X/C		X/C		X/C		X/C	
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.055	.005	-.827	.005	.770	.005	-.731	.005	.553	.005	.553
.222	-.130	.025	-.062	.025	-.008	.025	-.041	.025	-.044	.025	-.044
.338	-.253	.050	-.202	.050	-.276	.050	-.328	.050	-.424	.050	-.424
.448	-.350	.100	-.394	.100	-.356	.100	-.363	.100	-.390	.100	-.390
.527	-.471	.120	-.400	.180	-.384	.180	-.477	.180	-.400	.180	-.400
.605	-.574	.180	-.395	.400	-.594	.300	-.540	.300	-.507	.300	-.507
.684	-.730	.250	-.444	.500	-.703	.400	-.606	.400	-.532	.400	-.532
.724	-.524	.300	-.493	.600	-.414	.500	-.714	.500	-.606	.500	-.606
.763	-.208	.400	-.578	.650	-.211	.600	-.252	.600	-.207	.600	-.207
.803	-.095	.500	-.693	.700	-.157	.650	-.136	.650	-.102	.650	-.102
.842	-.024	.600	-.512	.750	-.090	.700	-.068	.700	.014	.700	.014
.921	.093	.650	-.240	.800	-.057	.750	-.023	.750	.113	.750	.113
.961	.145	.700	-.186	.900	.035	.800	.037	.800	.173	.800	.173
		.750	-.145	.950	.106						
		.800	-.117								
		.900	.008								
		.950	.120								

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(c) $M = 0.85$ - Continued

$\alpha = 1.90^\circ$; $C_L = 0.204$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.960	.223	-.429	0.000	1.327	0.000	1.038	0.000	1.050	0.000	.982
.747	-.675	.346	-.617	.003	.361	.010	-.402	.010	-.194	.010	-.056
.763	-.700	.448	-.662	.010	-.524	.030	-.787	.030	-.787	.030	-.722
.778	-.289	.487	-.697	.020	-.801	.050	-.777	.050	-.863	.050	-.833
		.527	-.364	.025	-.947	.100	-.698	.100	-.676	.100	-.798
		.566	-.228	.030	-1.037	.180	-.779	.180	-.762	.180	-.763
		.605	-.127	.050	-1.035	.300	-.873	.300	-.832	.300	-.689
		.664	-.107	.100	-.959	.350	-.887	.350	-.849	.350	-.650
		.684	-.145	.120	-.885	.400	-.922	.400	-.875	.400	-.693
		.724	-.259	.180	-.785	.450	-.920	.450	-.894	.450	-.702
		.763	-.315	.250	-.802	.500	-.908	.500	-.788	.500	-.729
		.803	-.314	.300	-.813	.550	-.870	.550	-.746	.550	-.742
		.882	-.487	.350	-.829	.600	-.927	.600	-.324	.600	-.538
		.961	-.139	.400	-.853	.650	-.358	.650	-.312	.650	-.312
				.450	-.736	.700	-.304	.700	-.279	.700	-.291
				.500	-.457	.750	-.269	.990	-.145	.750	-.556
				.550	-.416	.850	-.141			.850	-.130
				.600	-.474	.950	-.017			.950	.008
				.650	-.507					.990	.035
				.700	-.600						
				.800	-.210						
				.900	.003						
				.950	.373						
				.990	.114						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.148	-.033	.005	.853
.222	-.113	.025	-.006
.338	-.234	.050	-.136
.448	-.333	.100	-.352
.527	-.457	.120	-.359
.605	-.563	.180	-.353
.684	-.711	.250	-.424
.724	-.476	.300	-.466
.763	-.188	.400	-.550
.803	-.086	.500	-.668
.842	-.006	.600	-.641
.921	.114	.650	-.244
.961	.148	.700	-.165
		.750	-.103
		.800	-.071
		.900	.092
		.950	.152

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.782	.005	.751	.005	.600	.005	.600
.025	.747	.025	.027	.025	.007	.025	.007
.050	-.231	.050	-.256	.050	-.387	.050	-.387
.100	-.299	.100	-.307	.100	-.348	.100	-.348
.180	-.360	.180	-.447	.180	-.377	.180	-.377
.400	-.558	.300	-.486	.300	-.492	.300	-.492
.500	-.677	.400	-.577	.400	-.517	.400	-.517
.600	-.517	.500	-.683	.500	-.586	.500	-.586
.650	-.217	.600	-.301	.600	-.212	.600	-.212
.700	-.135	.650	-.143	.650	-.104	.650	-.104
.750	-.092	.700	-.051	.700	.016	.700	.016
.800	-.038	.750	.026	.750	.114	.750	.114
.900	.083	.800	.075	.800	.180	.800	.180
.950	.134						

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(c) $M = 0.85$ - Continued

$\alpha = 2.43^\circ$; $C_L = 0.251$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	C _p	X/C	C _p	X/C	C _p	X/C	C _p	X/C	C _p	X/C	C _p
.731	-.583	.223	-.451	0.000	1.008	0.000	1.026	0.000	1.043	0.000	.976
.747	-.726	.346	-.635	.003	.283	.010	-.450	.010	-.254	.010	-.085
.763	-.662	.448	-.709	.010	-.570	.030	-.862	.030	-.824	.030	-.805
.778	-.289	.487	-.717	.020	-.850	.050	-.853	.050	-.927	.050	-.903
		.527	-.418	.025	-1.002	.100	-.791	.100	-.739	.100	-.840
		.566	-.270	.030	-1.088	.180	-.840	.180	-.811	.180	-.814
		.605	-.160	.035	-1.127	.300	-.919	.300	-.878	.300	-.753
		.669	-.126	.100	-1.052	.350	-.931	.350	-.896	.350	-.712
		.684	-.198	.120	-1.067	.400	-.956	.400	-.918	.400	-.737
		.724	-.269	.180	-.812	.450	-.994	.450	-.641	.450	-.759
		.763	-.332	.250	-.838	.500	-.900	.500	-.454	.500	-.768
		.803	-.337	.300	-.866	.550	-.465	.550	-.365	.550	-.705
		.882	-.500	.350	-.869	.600	-.406	.600	-.341	.600	-.415
		.961	-.133	.400	-.878	.650	-.377	.650	-.324	.650	-.297
				.450	-.897	.700	-.352	.700	-.316	.700	-.294
				.500	-.613	.750	-.327	.990	-.187	.750	-.559
				.550	-.460	.850	-.244			.850	-.161
				.600	-.478	.950	-.146			.950	-.027
				.650	-.478					.990	.001
				.700	-.516						
				.800	-.221						
				.900	-.008						
				.950	.057						
				.990	.105						

WING LOWER SURFACE		X/C		C _p		X/C		C _p		X/C		C _p		X/C		C _p	
.148	-.011	.005	-.881	.005	.815	.005	.771	.005	.645	.005	.645	.005	.645	.005	.645	.005	.645
.222	-.091	.025	.087	.025	.086	.325	.094	.025	.041	.025	.041	.025	.041	.025	.041	.025	.041
.338	-.220	.050	-.093	.050	-.151	.050	-.213	.050	-.278	.050	-.278	.050	-.278	.050	-.278	.050	-.278
.448	-.319	.100	-.301	.100	-.239	.100	-.265	.100	-.290	.100	-.290	.100	-.290	.100	-.290	.100	-.290
.527	-.440	.120	-.303	.180	-.329	.180	-.415	.180	-.354	.180	-.354	.180	-.354	.180	-.354	.180	-.354
.605	-.545	.180	-.333	.400	-.535	.400	-.455	.300	-.454	.300	-.454	.300	-.454	.300	-.454	.300	-.454
.684	-.649	.250	-.391	.500	-.654	.500	-.549	.400	-.495	.400	-.495	.400	-.495	.400	-.495	.400	-.495
.724	-.529	.300	-.449	.600	-.764	.600	-.663	.500	-.596	.500	-.596	.500	-.596	.500	-.596	.500	-.596
.763	-.197	.400	-.525	.650	-.266	.650	-.346	.600	-.224	.600	-.224	.600	-.224	.600	-.224	.600	-.224
.803	-.078	.500	-.626	.700	-.161	.700	-.154	.650	-.115	.650	-.115	.650	-.115	.650	-.115	.650	-.115
.842	.011	.600	-.793	.750	-.102	.750	-.060	.700	.005	.700	.005	.700	.005	.700	.005	.700	.005
.921	.126	.650	-.275	.800	-.040	.800	-.010	.750	.105	.750	.105	.750	.105	.750	.105	.750	.105
.961	.157	.700	-.170	.900	.086	.900	.053	.800	.173	.800	.173	.800	.173	.800	.173	.800	.173
		.750	-.109	.950	.135												
		.800	-.052														
		.900	.084														
		.950	.167														

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(c) $M = 0.85$ - Continued

$\alpha = 2.90^\circ$; $C_L = 0.291$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.616	.223	-.463	0.000	.983	0.000	1.012	0.000	1.038	0.000	.970	.010	-.310	.010	-.129				
.747	-.749	.346	-.649	.033	.235	.010	-.509	.010	-.310	.030	-.853	.030	-.853	.030	-.832				
.763	-.538	.448	-.748	.010	-.623	.030	-.892	.030	-.853	.050	-.942	.050	-.981	.050	-.942				
.775	-.287	.487	-.799	.020	-.914	.050	-.921	.050	-.981	.100	-.823	.100	-.823	.100	-.870				
		.527	-.491	.025	-1.060	.100	-.818	.100	-.823	.180	-.845	.180	-.845	.180	-.860				
		.566	-.317	.030	-1.141	.180	-.898	.180	-.845	.300	-.919	.300	-.919	.300	-.785				
		.605	-.192	.050	-1.200	.300	-.951	.300	-.919	.350	-.943	.350	-.943	.350	-.754				
		.669	-.144	.100	-1.119	.350	-.973	.350	-.943	.400	-.902	.400	-.902	.400	-.769				
		.684	-.167	.120	-1.113	.400	-.997	.400	-.902	.450	-.635	.450	-.635	.450	-.779				
		.724	-.278	.180	-.851	.450	-.994	.450	-.635	.500	-.422	.500	-.422	.500	-.770				
		.763	-.344	.250	-.859	.500	-.501	.500	-.422	.550	-.384	.550	-.384	.550	-.653				
		.803	-.338	.300	-.894	.550	-.440	.550	-.384	.600	-.363	.600	-.363	.600	-.336				
		.882	-.508	.350	-.897	.600	-.415	.600	-.363	.650	-.345	.650	-.345	.650	-.287				
		.961	-.134	.400	-.899	.650	-.385	.650	-.345	.700	-.333	.700	-.333	.700	-.297				
				.450	-.928	.700	-.362	.700	-.333	.990	-.225	.750	-.548	.850	-.176				
				.500	-.826	.750	-.336	.750	-.336			.850	-.176	.950	-.045				
				.550	-.486	.850	-.273	.850	-.273			.950	-.045	.990	-.030				
				.600	-.426	.950	-.186	.950	-.186										
				.650	-.390														
				.700	-.430														
				.800	-.231														
				.900	-.025														
				.950	.040														
				.990	.086														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.007	.005	.910	.005	.844	.005	.820	.005	.820	.005	.669	.025	.182	.025	.081				
.222	-.062	.025	.139	.025	.145	.025	.152	.025	.152	.050	-.242	.050	-.182	.050	-.242				
.338	-.204	.050	-.045	.050	-.107	.050	-.182	.050	-.182	.100	-.256	.100	-.217	.100	-.256				
.448	-.303	.100	-.246	.100	-.181	.100	-.217	.100	-.217	.180	-.333	.180	-.354	.180	-.333				
.527	-.422	.120	-.243	.180	-.312	.180	-.354	.180	-.354	.300	-.368	.300	-.406	.300	-.368				
.605	-.525	.180	-.291	.400	-.512	.300	-.406	.300	-.406	.400	-.496	.400	-.525	.400	-.496				
.684	-.671	.250	-.369	.500	-.626	.400	-.525	.400	-.525	.500	-.595	.500	-.628	.500	-.595				
.724	-.518	.300	-.409	.600	-.809	.500	-.628	.500	-.628	.600	-.234	.600	-.448	.600	-.234				
.763	-.180	.400	-.500	.650	-.299	.600	-.448	.600	-.448	.650	-.121	.650	-.171	.650	-.121				
.803	-.065	.500	-.620	.700	-.163	.650	-.171	.650	-.171	.700	-.003	.700	-.048	.700	-.003				
.842	.013	.600	-.794	.750	-.087	.700	-.048	.700	-.048	.750	.103	.750	.005	.750	.103				
.921	.133	.650	-.299	.800	-.043	.750	.103	.750	.103	.800	.170	.800	.063	.800	.170				
.961	.164	.700	-.169	.900	.084	.800	.170	.800	.170										
		.750	-.097	.950	.119														
		.800	-.045																
		.900	.131																
		.950	.191																

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(c) $M = 0.85$ - Continued

$\alpha = 3.90^\circ$; $C_L = 0.367$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.636	.223	-.543	0.000	.958	0.000	.996	0.000	1.029
.747	-.735	.346	-.667	.003	.157	.010	-.591	.010	-.378
.763	-.463	.448	-.795	.010	-.706	.030	-.967	.030	-.960
.778	-.314	.487	-.869	.020	-.998	.050	-.995	.050	-1.075
		.527	-.590	.025	-1.151	.100	-.938	.100	-.931
		.566	-.397	.030	-1.221	.180	-.982	.180	-.948
		.605	-.254	.050	-1.296	.300	-1.045	.300	-1.002
		.669	-.187	.100	-1.233	.350	-.979	.350	-.863
		.684	-.190	.120	-1.209	.400	-.580	.400	-.593
		.724	-.277	.180	-1.183	.450	-.508	.450	-.446
		.763	-.336	.250	-.918	.500	-.466	.500	-.431
		.803	-.335	.300	-.917	.550	-.452	.550	-.410
		.882	-.370	.350	-.942	.600	-.429	.600	-.403
		.961	-.155	.400	-.914	.650	-.409	.650	-.397
				.450	-.851	.700	-.381	.700	-.378
				.500	-.518	.750	-.354	.990	-.274
				.550	-.419	.850	-.324		
				.600	-.394	.950	-.272		
				.650	-.411				
				.700	-.418				
				.800	-.308				
				.900	-.154				
				.950	-.106				
				.990	-.064				
								</	

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(c) $M = 0.85$ - Continued

$\alpha = 4.90^\circ$ $C_L = 0.435$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.610	.223	-.615	0.000	.902	0.000	.971	0.000	1.011	0.000	.944
.747	-.497	.346	-.697	.003	.029	.010	-.694	.010	-.477	.010	-.300
.763	-.617	.448	-.825	.010	-.802	.030	-1.067	.030	-1.039	.030	-.979
.778	-.339	.487	-.930	.020	-1.071	.050	-1.074	.050	-1.151	.050	-1.079
		.527	-.571	.025	-1.211	.100	-1.001	.100	-.986	.100	-1.040
		.566	-.414	.030	-1.294	.180	-1.053	.180	-1.018	.180	-1.004
		.605	-.279	.050	-1.372	.300	-.751	.300	-.895	.300	-.954
		.669	-.202	.100	-1.336	.350	-.565	.350	-.611	.350	-.851
		.684	-.193	.120	-1.314	.400	-.537	.400	-.501	.400	-.764
		.724	-.257	.180	-1.289	.450	-.521	.450	-.481	.450	-.583
		.763	-.302	.250	-1.094	.500	-.515	.500	-.470	.500	-.496
		.803	-.291	.300	-.745	.550	-.482	.550	-.456	.550	-.447
		.882	-.411	.350	-.697	.600	-.470	.600	-.445	.600	-.425
		.961	-.199	.400	-.660	.650	-.448	.650	-.433	.650	-.401
				.450	-.629	.700	-.414	.700	-.424	.700	-.388
				.500	-.596	.750	-.411	.990	-.309	.750	-.441
				.550	-.560	.850	-.376			.850	-.329
				.600	-.517	.950	-.330			.950	-.256
				.650	-.466					.990	-.246
				.700	-.448						
				.800	-.376						
				.900	-.313						
				.950	-.275						
				.990	-.236						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.148	.102		.005	.991		.005	.935		.005	.791
	.222	.010		.025	.347		.025	.333		.025	.256
	.338	-.127		.050	.145		.050	.096		.050	-.053
	.448	-.244		.100	-.091		.100	-.037		.100	-.132
	.527	-.362		.120	-.103		.180	-.177		.180	-.203
	.605	-.401		.180	-.169		.400	-.408		.300	-.319
	.684	-.605		.250	-.245		.500	-.533		.400	-.436
	.724	-.525		.300	-.307		.600	-.748		.500	-.534
	.763	-.192		.400	-.392		.650	-.546		.600	-.269
	.803	-.060		.500	-.522		.700	-.175		.650	-.150
	.842	.042		.600	-.731		.750	-.071		.700	-.031
	.921	.140		.650	-.570		.800	.016		.750	.099
	.961	.157		.700	-.187		.900	.116		.800	.177
				.750	-.074		.950	.112			
				.800	.006						
				.900	.133						
				.950	.142						

TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Continued

(c) $M = 0.85$ - Continued

$\alpha = 5.92^\circ$; $C_L = 0.512$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.578	.223	-.669	0.000	.834	0.000	.934	0.000	.916
.747	-.492	.346	-.743	.003	-.064	.010	-.789	.010	-.384
.763	-.645	.448	-.856	.010	-.860	.030	-1.139	.030	-1.045
.778	-.444	.487	-.871	.020	-1.154	.050	-1.141	.050	-1.136
		.527	-.528	.025	-1.277	.100	-1.131	.100	-1.129
		.566	-.398	.030	-1.252	.180	-1.102	.180	-1.080
		.605	-.274	.050	-1.258	.300	-.604	.300	-.889
		.669	-.206	.100	-1.206	.350	-.576	.350	-.634
		.684	-.194	.120	-1.388	.400	-.562	.400	-.569
		.724	-.245	.180	-1.098	.450	-.531	.450	-.524
		.763	-.276	.250	-.821	.500	-.526	.500	-.508
		.803	-.272	.300	-.762	.550	-.505	.550	-.494
		.882	-.427	.350	-.723	.600	-.500	.600	-.473
		.961	-.285	.400	-.680	.650	-.490	.650	-.458
				.450	-.654	.700	-.493	.700	-.440
				.500	-.631	.750	-.462	.750	-.436
				.550	-.580	.850	-.438	.850	-.397
				.600	-.541	.950	-.405	.950	-.353
				.650	-.512			.990	-.326
				.700	-.485				
				.800	-.431				
				.900	-.386				
				.950	-.335				
				.990	-.323				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.135	.005	1.016	.005	.964	.005	.948	.005	.834
.222	.045	.025	.422	.025	.427	.025	.394	.025	.341
.338	-.083	.050	.206	.050	.178	.050	.106	.050	.015
.448	-.202	.100	-.010	.100	.030	.100	.008	.100	-.080
.527	-.326	.120	-.028	.180	-.095	.180	-.146	.180	-.147
.605	-.380	.180	-.112	.400	-.360	.300	-.258	.300	-.279
.684	-.584	.250	-.196	.500	-.492	.400	-.384	.400	-.407
.724	-.488	.300	-.250	.600	-.713	.500	-.517	.500	-.493
.763	-.195	.400	-.351	.650	-.642	.600	-.730	.600	-.282
.803	-.061	.500	-.491	.700	-.157	.650	-.218	.650	-.160
.842	.048	.600	-.699	.750	-.043	.700	-.048	.700	-.041
.921	.141	.650	-.663	.800	.052	.750	.046	.750	.096
.961	.155	.700	-.190	.900	.138	.800	.107	.800	.184
		.750	-.070	.950	.132				
		.800	.027						
		.900	.128						
		.950	.119						

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 623 - Concluded

(c) $M = 0.85$ - Concluded

$\alpha = 6.88^\circ$; $C_L = 0.607$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.545	.223	-.736	0.000	.796	0.000	.897	0.000	.885
.747	-.707	.346	-.786	.003	-.159	.010	-.871	.010	-.478
.763	-.838	.448	-.874	.010	-.915	.030	-1.197	.030	-1.111
.778	-.522	.487	-.505	.020	-.895	.050	-1.220	.050	-1.220
		.527	-.424	.025	-.985	.100	-1.186	.100	-1.196
		.566	-.342	.030	-.783	.180	-1.085	.180	-1.072
		.605	-.249	.050	-.836	.300	-.877	.300	-.717
		.669	-.224	.107	-.836	.350	-.721	.350	-.612
		.684	-.211	.120	-.843	.400	-.611	.400	-.579
		.724	-.276	.180	-.930	.450	-.601	.450	-.566
		.763	-.345	.250	-.942	.500	-.574	.500	-.554
		.803	-.347	.300	-.866	.550	-.572	.550	-.536
		.882	-.618	.350	-.937	.600	-.555	.600	-.535
		.961	-.293	.400	-.819	.650	-.535	.650	-.526
				.450	-.787	.700	-.518	.700	-.510
				.500	-.798	.750	-.506	.990	-.401
				.550	-.759	.850	-.457		
				.600	-.717	.950	-.428		
				.650	-.665				
				.700	-.618				
				.800	-.523				
				.900	-.442				
				.950	-.372				
				.990	-.353				

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125

(a) $M = 0.25$

$\alpha = -0.10^\circ$; $C_L = 0.042$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.270	.223	-.292	0.000	.912	0.000	.921	0.000	.915	0.000	.880
.747	-.288	.346	-.306	.003	.235	.010	-.407	.010	-.230	.010	-.073
.763	-.359	.448	-.289	.010	-.478	.030	-.457	.030	-.415	.030	-.399
.778	-.326	.487	-.278	.020	-.632	.050	-.404	.050	-.400	.050	-.355
		.527	-.259	.025	-.630	.100	-.352	.100	-.333	.100	-.278
		.566	-.220	.030	-.582	.180	-.367	.180	-.334	.180	-.253
		.605	-.185	.050	-.512	.300	-.333	.300	-.328	.300	-.264
		.669	-.180	.100	-.399	.350	-.311	.350	-.322	.350	-.224
		.684	-.163	.120	-.375	.400	-.312	.400	-.290	.400	-.240
		.724	-.157	.180	-.336	.450	-.315	.450	-.292	.450	-.246
		.763	-.117	.250	-.330	.500	-.301	.500	-.282	.500	-.240
		.803	-.095	.300	-.322	.550	-.300	.550	-.284	.550	-.250
		.882	-.190	.350	-.297	.600	-.289	.600	-.270	.600	-.243
		.961	-.138	.400	-.305	.650	-.284	.650	-.275	.650	-.231
				.450	-.298	.700	-.241	.700	-.246	.700	-.221
				.500	-.295	.750	-.219	.750	-.040	.750	-.232
				.550	-.295	.850	-.108	.850		.850	-.114
				.600	-.286	.950	.034	.950		.950	.015
				.650	-.259					.990	.075
				.700	-.243						
				.800	-.165						
				.900	-.053						
				.950	.032						
				.990	.103						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.000	.915	.005	.517
.010	-.230	.025	-.339
.030	-.415	.050	-.379
.050	-.400	.100	-.386
.100	-.333	.120	-.368
.180	-.334	.180	-.338
.300	-.328	.250	-.311
.350	-.322	.300	-.322
.400	-.290	.400	-.327
.450	-.292	.500	-.297
.500	-.282	.600	-.253
.550	-.284	.650	-.196
.600	-.270	.700	-.097
.650	-.275	.750	.016
.700	-.246	.800	.067
.750	-.040	.850	.185
.800		.900	.211
.850			
.900			
.950			
.990			

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 0.92^\circ$; $C_L = 0.137$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913			
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.265	.223	-.347	0.000	.863	0.000	-.892	0.000	-.930	0.000	-.900
.747	-.286	.346	-.347	.003	-.020	.010	-.717	.010	-.633	.010	-.315
.763	-.351	.448	-.325	.010	-.815	.030	-.666	.030	-.650	.030	-.586
.778	-.319	.487	-.312	.020	-.905	.050	-.598	.050	-.540	.050	-.506
		.527	-.292	.025	-.842	.100	-.450	.100	-.420	.100	-.340
		.566	-.254	.030	-.782	.180	-.438	.180	-.416	.180	-.309
		.605	-.205	.050	-.721	.300	-.375	.300	-.359	.300	-.292
		.669	-.183	.100	-.524	.350	-.361	.350	-.359	.350	-.271
		.684	-.175	.120	-.482	.400	-.345	.400	-.337	.400	-.268
		.724	-.167	.180	-.400	.450	-.336	.450	-.320	.450	-.265
		.763	-.120	.250	-.389	.500	-.329	.500	-.309	.500	-.268
		.803	-.098	.300	-.375	.550	-.317	.550	-.312	.550	-.273
		.882	-.196	.350	-.347	.600	-.312	.600	-.288	.600	-.259
		.961	-.150	.400	-.344	.650	-.290	.650	-.285	.650	-.241
				.450	-.334	.700	-.259	.700	-.257	.700	-.234
				.500	-.337	.750	-.226	.990	.010	.700	-.237
				.550	-.320	.850	-.104			.850	-.119
				.600	-.310	.950	.031			.950	.009
				.650	-.279					.990	.072
				.700	-.255						
				.800	-.178						
				.900	-.051						
				.950	.018						
				.990	.098						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.119	.005	.694	.005	.646	.005	.628	.005	.494
		.222	-.160	.025	-.154	.025	-.068	.025	-.009	.025	-.038
		.338	-.212	.050	-.218	.050	-.204	.050	-.219	.050	-.197
		.448	-.231	.100	-.293	.100	-.214	.100	-.208	.100	-.189
		.527	-.256	.120	-.298	.180	-.245	.180	-.226	.180	-.162
		.605	-.251	.180	-.279	.400	-.250	.300	-.214	.300	-.189
		.684	-.220	.250	-.253	.500	-.245	.400	-.232	.400	-.210
		.724	-.170	.300	-.274	.600	-.219	.500	-.227	.500	-.203
		.763	-.121	.400	-.285	.650	-.150	.600	-.191	.600	-.153
		.803	-.049	.500	-.273	.700	-.050	.650	-.108	.650	-.105
		.842	.052	.600	-.231	.750	.040	.700	-.028	.700	-.036
		.921	.126	.650	-.177	.800	.118	.750	.066	.750	.069
		.961	.134	.700	-.082	.900	.206	.800	.135	.800	.169
				.750	.035	.950	.227				
				.800	.091						
				.900	.195						
				.950	.213						

ORIGINAL PAGE IS
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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 1.93^\circ$; $C_L = 0.233$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.263	.223	-.417	0.000	.747	0.000	.805	0.000	.861
.747	-.270	.346	-.396	.003	-.302	.010	-1.030	.010	-.598
.763	-.360	.448	-.357	.010	-1.205	.030	-.919	.030	-.715
.778	-.323	.487	-.333	.020	-1.233	.050	-.763	.050	-.643
		.527	-.310	.025	-1.192	.100	-.590	.100	-.431
		.566	-.264	.030	-1.044	.180	-.532	.180	-.378
		.605	-.214	.050	-.857	.300	-.431	.300	-.332
		.669	-.199	.100	-.631	.350	-.390	.350	-.289
		.684	-.182	.120	-.576	.400	-.384	.400	-.296
		.724	-.171	.180	-.483	.450	-.379	.450	-.307
		.763	-.116	.250	-.442	.500	-.360	.500	-.296
		.803	-.100	.300	-.428	.550	-.347	.550	-.297
		.882	-.188	.350	-.400	.600	-.336	.600	-.281
		.961	-.141	.400	-.376	.650	-.311	.650	-.261
				.450	-.373	.700	-.276	.700	-.250
				.500	-.363	.750	-.243	.990	-.253
				.550	-.343	.850	-.116		-.127
				.600	-.332	.950	.029		.007
				.650	-.300			.990	.072
				.700	-.273				
				.800	-.184				
				.900	-.056				
				.950	.021				
				.990	.094				

WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.054	.005	.817	.005	.778	.005	.801	.005	.672
.222	-.107	.025	.034	.025	.089	.025	.126	.025	.121
.338	-.179	.050	-.081	.050	-.057	.050	-.101	.050	-.117
.448	-.209	.100	-.184	.100	-.115	.100	-.119	.100	-.128
.527	-.217	.120	-.168	.180	-.160	.180	-.145	.180	-.108
.605	-.225	.180	-.214	.400	-.219	.300	-.193	.300	-.152
.684	-.216	.250	-.194	.500	-.227	.400	-.194	.400	-.188
.724	-.148	.300	-.215	.600	-.203	.500	-.208	.500	-.192
.763	-.099	.400	-.244	.650	-.129	.600	-.172	.600	-.139
.803	-.030	.500	-.246	.700	-.041	.650	-.097	.650	-.105
.842	.070	.600	-.208	.750	.044	.700	-.020	.700	-.034
.921	.145	.650	-.157	.800	.122	.750	.077	.750	.073
.961	.140	.700	-.063	.900	.215	.800	.141	.800	.171
		.750	.050	.950	.226				
		.800	.110						
		.900	.213						
		.950	.227						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 2.90^\circ$; $C_L = 0.323$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.244	.223	-.465	0.000	.558	0.000	.653	0.000	.820
.747	-.282	.346	-.435	.003	-.810	.010	-1.442	.010	-.931
.763	-.346	.448	-.386	.010	-1.565	.030	-1.146	.030	-.903
.778	-.324	.487	-.369	.020	-1.631	.050	-.913	.050	-.783
		.527	-.336	.025	-1.523	.100	-.690	.100	-.520
		.566	-.286	.030	-1.334	.180	-.599	.180	-.421
		.605	-.226	.050	-.950	.300	-.479	.300	-.374
		.669	-.199	.100	-.752	.350	-.446	.350	-.325
		.684	-.193	.120	-.684	.400	-.427	.400	-.333
		.724	-.175	.180	-.553	.450	-.407	.450	-.327
		.763	-.128	.250	-.506	.500	-.386	.500	-.316
		.803	-.108	.300	-.471	.550	-.372	.550	-.312
		.882	-.107	.350	-.437	.600	-.356	.600	-.306
		.961	-.136	.400	-.412	.650	-.325	.650	-.278
				.450	-.404	.700	-.297	.700	-.273
				.500	-.385	.750	-.254	.750	-.268
				.550	-.372	.850	-.128	.850	-.142
				.600	-.355	.950	.024	.950	-.007
				.650	-.312			.990	.066
				.700	-.290				
				.800	-.191				
				.900	-.062				
				.950	.026				
				.990	.100				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.019	.005	.878	.005	.850	.005	.858	.005	.754
.222	-.078	.025	.207	.025	.284	.025	.284	.025	.274
.338	-.142	.050	.047	.050	.075	.050	.041	.050	-.006
.448	-.163	.100	-.075	.100	-.034	.100	-.026	.100	-.053
.527	-.193	.120	-.090	.180	-.108	.180	-.083	.180	-.060
.605	-.207	.180	-.132	.400	-.172	.300	-.118	.300	-.123
.684	-.205	.250	-.141	.500	-.195	.400	-.163	.400	-.155
.724	-.143	.300	-.168	.600	-.184	.500	-.170	.500	-.173
.763	-.103	.400	-.206	.650	-.112	.600	-.153	.600	-.132
.803	-.022	.500	-.215	.700	-.024	.650	-.082	.650	-.081
.842	.080	.600	-.191	.750	.058	.700	-.005	.700	-.022
.921	.148	.650	-.134	.800	.141	.750	.089	.750	.080
.961	.149	.700	-.053	.900	.216	.800	.153	.800	.181
		.750	.056	.950	.231				
		.800	.123						
		.900	.214						
		.950	.230						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 3.93^\circ$; $C_L = 0.418$

FUSELAGE		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913
X/L	CP	X/C CP	X/C CP	X/C CP	X/C CP	X/C CP
.731	-.229	.223 -.528	0.000 .275	0.000 .470	0.000 .598	0.000 .667
.747	-.265	.346 -.473	.003 -1.352	.010 -1.858	.010 -1.613	.010 -1.147
.763	-.353	.448 -.416	.010 -2.087	.030 -1.352	.030 -1.355	.030 -1.076
.778	-.328	.487 -.386	.020 -1.994	.050 -1.026	.050 -.918	.050 -.945
		.527 -.352	.025 -1.837	.100 -.812	.100 -.742	.100 -.611
		.566 -.301	.030 -1.790	.180 -.652	.180 -.625	.180 -.475
		.605 -.241	.050 -1.129	.300 -.526	.300 -.520	.300 -.418
		.669 -.212	.100 -.866	.350 -.484	.350 -.458	.350 -.371
		.684 -.202	.120 -.795	.400 -.463	.400 -.441	.400 -.364
		.724 -.183	.180 -.658	.450 -.436	.450 -.411	.450 -.369
		.763 -.138	.250 -.561	.500 -.408	.500 -.388	.500 -.341
		.803 -.105	.300 -.525	.550 -.388	.550 -.378	.550 -.344
		.882 -.193	.350 -.484	.600 -.364	.600 -.345	.600 -.314
		.961 -.123	.400 -.451	.650 -.341	.650 -.329	.650 -.306
			.450 -.419	.700 -.309	.700 -.293	.700 -.290
			.500 -.405	.750 -.252	.990 .059	.750 -.279
			.550 -.388	.850 -.131		.850 -.147
			.600 -.358	.950 .031		.950 -.005
			.650 -.331			.990 .064
			.700 -.295			
			.800 -.196			
			.900 -.061			
			.950 .021			
			.990 .095			

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.889	.005	.889
.025	.401	.025	.440
.050	.165	.050	.167
.100	-.024	.100	.052
.120	-.036	.180	-.038
.180	-.052	.400	-.143
.250	-.117	.500	-.162
.300	-.156	.600	-.159
.400	-.170	.650	-.093
.500	-.184	.700	-.013
.600	-.184	.750	.070
.650	-.116	.800	.148
.700	-.036	.900	.221
.750	.047	.950	.232
.800	.104		
.900	.201		
.950	.201		

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.889	.005	.889	.005	.903	.005	.854
.025	.401	.025	.440	.025	.429	.025	.366
.050	.165	.050	.167	.050	.160	.050	.095
.100	-.024	.100	.052	.100	.047	.100	.024
.120	-.036	.180	-.038	.180	-.035	.180	-.005
.180	-.052	.400	-.143	.300	-.076	.300	-.093
.250	-.117	.500	-.162	.400	-.132	.400	-.129
.300	-.156	.600	-.159	.500	-.153	.500	-.141
.400	-.170	.650	-.093	.600	-.136	.600	-.111
.500	-.184	.700	-.013	.650	-.066	.650	-.066
.600	-.184	.750	.070	.700	.008	.700	-.019
.650	-.116	.800	.148	.750	.102	.750	.086
.700	-.036	.900	.221	.800	.160	.800	.186
.750	.047	.950	.232				
.800	.104						
.900	.201						
.950	.201						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 4.92^\circ$; $C_L = 0.511$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.228	.223	-.571	0.000	-.010	0.000	.221	0.000	.440	0.000	-.540
.747	-.251	.346	-.508	.003	-1.844	.010	-2.264	.010	-2.130	.010	-1.507
.763	-.338	.448	-.445	.010	-2.632	.030	-1.788	.030	-1.747	.030	-1.271
.778	-.319	.487	-.413	.020	-2.458	.050	-1.213	.050	-1.113	.050	-1.085
		.527	-.373	.025	-2.225	.100	-.922	.100	-.865	.100	-.675
		.566	-.321	.030	-2.068	.180	-.742	.180	-.700	.180	-.552
		.605	-.245	.050	-1.335	.300	-.594	.300	-.555	.300	-.458
		.664	-.213	.100	-.992	.350	-.546	.350	-.509	.350	-.407
		.684	-.198	.120	-.905	.400	-.502	.400	-.478	.400	-.392
		.724	-.195	.180	-.710	.450	-.470	.450	-.450	.450	-.382
		.763	-.139	.250	-.621	.500	-.439	.500	-.421	.500	-.365
		.803	-.109	.300	-.560	.550	-.420	.550	-.396	.550	-.358
		.882	-.183	.350	-.525	.600	-.398	.600	-.371	.600	-.343
		.961	-.122	.400	-.491	.650	-.369	.650	-.349	.650	-.316
				.450	-.461	.700	-.320	.700	-.313	.700	-.299
				.500	-.431	.750	-.270	.750	-.299	.750	-.294
				.550	-.415	.850	-.139	.850	-.152	.850	-.152
				.600	-.382	.950	.023	.950	.059	.950	-.018
				.650	-.339					.990	-.061
				.700	-.310						
				.800	-.196						
				.900	-.056						
				.950	.028						
				.990	.086						

WING LOWER SURFACE		X/C		CP		X/C		CP		X/C		CP		X/C		CP	
.148	.063	.005	.902	.005	.899	.005	.907	.005	.884	.005	.884	.005	.884	.005	.884	.005	.884
.222	.009	.025	.508	.025	.547	.025	.568	.025	.478	.025	.478	.025	.478	.025	.478	.025	.478
.338	-.088	.050	.284	.050	.299	.050	.296	.050	.186	.050	.186	.050	.186	.050	.186	.050	.186
.448	-.136	.100	.090	.100	.138	.100	.138	.100	.095	.100	.095	.100	.095	.100	.095	.100	.095
.527	-.168	.120	.046	.120	.017	.120	.042	.120	.024	.120	.024	.120	.024	.120	.024	.120	.024
.605	-.171	.180	-.070	.180	-.094	.180	-.094	.180	-.038	.180	-.038	.180	-.038	.180	-.038	.180	-.038
.684	-.160	.250	-.049	.250	-.134	.250	-.134	.250	-.093	.250	-.093	.250	-.093	.250	-.093	.250	-.093
.724	-.120	.300	-.098	.300	-.136	.300	-.136	.300	-.115	.300	-.115	.300	-.115	.300	-.115	.300	-.115
.763	-.091	.400	-.147	.400	-.077	.400	-.120	.400	-.095	.400	-.095	.400	-.095	.400	-.095	.400	-.095
.803	-.007	.500	-.164	.500	-.000	.500	-.047	.500	-.055	.500	-.055	.500	-.055	.500	-.055	.500	-.055
.842	.084	.600	-.150	.600	.081	.600	.019	.600	-.004	.600	-.004	.600	-.004	.600	-.004	.600	-.004
.921	.147	.650	-.092	.650	.150	.650	.110	.650	.096	.650	.096	.650	.096	.650	.096	.650	.096
.961	.146	.700	-.041	.700	.226	.700	.163	.700	.184	.700	.184	.700	.184	.700	.184	.700	.184
		.750	.072	.750	.237	.750	.163	.750	.184	.750	.184	.750	.184	.750	.184	.750	.184
		.800	.122	.800	.237	.800	.163	.800	.184	.800	.184	.800	.184	.800	.184	.800	.184
		.900	.202	.900	.237	.900	.163	.900	.184	.900	.184	.900	.184	.900	.184	.900	.184
		.950	.230	.950	.237	.950	.163	.950	.184	.950	.184	.950	.184	.950	.184	.950	.184

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 5.91^\circ$; $C_L = 0.598$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.204	.223	-.638	0.000	-.314	0.000	-.068	0.000	.185
.747	-.247	.346	-.555	.003	-2.410	.010	-2.792	.010	-2.573
.763	-.340	.448	-.467	.010	-3.040	.030	-2.005	.030	-1.956
.778	-.338	.487	-.430	.020	-2.918	.050	-1.421	.050	-1.288
		.527	-.388	.025	-2.599	.100	-1.044	.100	-.970
		.566	-.331	.030	-2.410	.180	-.816	.180	-.751
		.605	-.257	.050	-1.512	.300	-.632	.300	-.603
		.669	-.224	.100	-1.115	.350	-.573	.350	-.551
		.684	-.202	.120	-1.014	.400	-.537	.400	-.517
		.724	-.180	.180	-.792	.450	-.507	.450	-.477
		.763	-.139	.250	-.679	.500	-.470	.500	-.427
		.803	-.112	.300	-.619	.550	-.438	.550	-.432
		.882	-.171	.350	-.574	.600	-.416	.600	-.391
		.961	-.111	.400	-.522	.650	-.372	.650	-.369
				.450	-.490	.700	-.334	.700	-.325
				.500	-.473	.750	-.278	.990	.050
				.550	-.427	.850	-.128		
				.600	-.391	.950	.018		
				.650	-.353				
				.700	-.314				
				.800	-.199				
				.900	-.053				
				.950	.024				
				.990	.086				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.078	.005	.826	.005	.869	.005	.862	.005	.882
.222	.016	.025	.614	.025	.665	.025	.653	.025	.576
.338	-.051	.050	.351	.050	.391	.050	.375	.050	.279
.448	-.110	.100	.137	.100	.225	.100	.214	.100	.153
.527	-.155	.120	.105	.180	.085	.170	.089	.180	.072
.605	-.167	.180	.043	.400	-.367	.300	-.009	.300	-.019
.684	-.173	.250	-.022	.500	-.104	.400	-.059	.400	-.075
.724	-.114	.300	-.061	.600	-.111	.500	-.096	.500	-.102
.763	-.063	.400	-.097	.650	-.051	.600	-.089	.600	-.079
.803	-.013	.500	-.143	.700	.020	.650	-.028	.650	-.039
.842	.081	.600	-.165	.750	.091	.700	.027	.700	.037
.921	.145	.650	-.092	.800	.163	.750	.120	.750	.096
.961	.141	.700	-.028	.900	.231	.800	.171	.800	.196
		.750	.050	.950	.241				
		.800	.116						
		.900	.210						
		.950	.204						

ORIGINAL PAGE IS
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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 6.92^\circ$; $C_L = 0.889$

STATION .149		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.210	.223	-.692	0.000	-.863	0.000	-.463	0.000	-.179
.747	-.238	.346	-.593	.003	-3.239	.010	-3.136	.010	-3.203
.763	-.326	.448	-.498	.010	-3.696	.030	-2.116	.030	-2.092
.778	-.333	.487	-.459	.020	-3.367	.050	-1.595	.050	-1.494
		.527	-.404	.025	-3.107	.100	-1.181	.100	-1.091
		.566	-.350	.030	-2.537	.180	-.907	.180	-.841
		.605	-.270	.050	-1.739	.300	-.679	.300	-.654
		.669	-.238	.100	-1.249	.350	-.624	.350	-.592
		.684	-.212	.120	-1.114	.400	-.574	.400	-.548
		.724	-.201	.180	-.860	.450	-.534	.450	-.511
		.763	-.139	.250	-.731	.500	-.501	.500	-.474
		.803	-.113	.300	-.659	.550	-.470	.550	-.443
		.882	-.175	.350	-.607	.600	-.432	.600	-.408
		.961	-.117	.400	-.553	.650	-.394	.650	-.377
				.450	-.514	.700	-.338	.700	-.341
				.500	-.495	.750	-.286	.990	.045
				.550	-.456	.850	-.141		
				.600	-.418	.950	.009		
				.650	-.364				
				.700	-.325				
				.800	-.201				
				.900	-.054				
				.950	.017				
				.990	.070				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.132	.005	.693	.005	.793	.005	.759	.005	.873
.222	.068	.025	.724	.025	.730	.025	.760	.025	.658
.338	-.029	.050	.461	.050	.479	.050	.469	.050	.373
.448	-.088	.100	.219	.100	.299	.100	.294	.100	.204
.527	-.133	.120	.168	.180	.143	.180	.139	.180	.123
.605	-.141	.180	.104	.400	-.035	.300	.043	.300	.013
.684	-.139	.250	.024	.500	-.077	.400	-.022	.400	-.055
.724	-.100	.300	-.014	.600	-.088	.500	-.057	.500	-.083
.763	-.073	.400	-.072	.650	-.030	.600	-.069	.600	-.067
.803	.003	.500	-.108	.700	.035	.650	-.013	.650	-.023
.842	.099	.600	-.140	.750	.106	.700	.050	.700	.022
.921	.157	.650	-.078	.800	.177	.750	.132	.750	.113
.961	.161	.700	-.005	.900	.242	.800	.182	.800	.202
		.750	.071	.950	.254				
		.800	.122						
		.900	.216						
		.950	.202						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 7.94^\circ$; $C_L = 0.782$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE						WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.189	.223	-.758	0.000	-1.258	0.000	-.839	0.000	-.443	0.000	-.280
.747	-.231	.346	-.640	.003	-3.953	.010	-3.702	.010	-3.986	.010	-2.716
.763	-.317	.448	-.524	.010	-4.324	.030	-2.264	.030	-2.170	.030	-2.180
.778	-.300	.487	-.471	.020	-3.860	.050	-1.819	.050	-1.675	.050	-1.418
		.527	-.432	.025	-3.724	.100	-1.337	.100	-1.224	.100	-.966
		.566	-.358	.030	-2.743	.180	-.981	.180	-.972	.180	-.727
		.605	-.281	.050	-1.956	.300	-.734	.300	-.695	.300	-.590
		.669	-.230	.100	-1.366	.350	-.656	.350	-.631	.350	-.517
		.684	-.209	.120	-1.225	.400	-.607	.400	-.579	.400	-.499
		.724	-.183	.180	-.930	.450	-.562	.450	-.529	.450	-.471
		.763	-.142	.250	-.789	.500	-.521	.500	-.494	.500	-.452
		.803	-.112	.300	-.711	.550	-.471	.550	-.460	.550	-.424
		.882	-.167	.350	-.629	.600	-.438	.600	-.417	.600	-.404
		.961	-.100	.400	-.587	.650	-.388	.650	-.381	.650	-.369
				.450	-.527	.700	-.344	.700	-.327	.700	-.346
				.500	-.499	.750	-.278	.990	.048	.750	-.333
				.550	-.461	.850	-.125			.850	-.186
				.600	-.427	.950	.021			.950	-.034
				.650	-.371					.990	.045
				.700	-.322						
				.800	-.192						
				.900	-.053						
				.950	.018						
				.990	.068						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.148	.164		.005	.568		.005	.692		.005	.831
	.222	.099		.025	.763		.025	.804		.025	.735
	.338	.014		.050	.543		.050	.572		.050	.460
	.448	-.049		.100	.303		.100	.377		.100	.272
	.527	-.104		.200	.248		.180	.217		.180	.154
	.605	-.116		.180	.160		.400	.002		.300	.090
	.684	-.124		.250	.087		.500	-.038		.400	.011
	.724	-.071		.300	.031		.600	-.071		.500	-.040
	.763	-.060		.400	-.038		.650	-.014		.600	-.055
	.803	.034		.500	-.083		.700	.044		.650	-.002
	.842	.109		.600	-.100		.750	.121		.700	.024
	.921	.154		.650	-.067		.800	.182		.750	.124
	.951	.149		.700	.006		.900	.246		.800	.206
				.750	.087		.950	.250			
				.800	.131						
				.900	.220						
				.950	.213						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 8.90^\circ$; $C_L = 0.871$

		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913	
FUSELAGE				WING UPPER SURFACE			
X/L	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.177	.223	-.805	0.000	-1.841	0.000	-.573
.747	-.211	.346	-.671	.003	-4.677	.010	-3.076
.763	-.313	.448	-.549	.010	-4.982	.030	-2.526
.778	-.291	.487	-.508	.020	-4.530	.050	-1.541
		.527	-.447	.025	-4.240	.100	-1.046
		.566	-.371	.030	-2.996	.180	-.792
		.605	-.294	.050	-2.167	.300	-.620
		.669	-.258	.100	-1.489	.350	-.550
		.684	-.221	.170	-1.330	.400	-.529
		.724	-.190	.180	-1.010	.450	-.499
		.763	-.143	.250	-.832	.500	-.471
		.803	-.127	.300	-.748	.550	-.453
		.882	-.171	.350	-.677	.600	-.423
		.961	-.097	.400	-.614	.650	-.384
				.450	-.560	.700	-.367
				.500	-.530	.750	-.360
				.550	-.483	.850	-.198
				.600	-.439	.950	-.035
				.650	-.374	.990	.048
				.700	-.329		
				.800	-.195		
				.900	-.056		
				.950	-.001		
				.990	.042		

		WING LOWER SURFACE	
X/C	CP	X/C	CP
.148	.246	.005	.417
.222	.162	.025	.849
.338	.050	.050	.641
.448	-.001	.100	.390
.527	-.033	.120	.355
.605	-.062	.180	.249
.684	-.096	.250	.152
.724	-.054	.300	.085
.763	-.001	.400	.032
.803	.063	.500	-.038
.842	.129	.600	-.069
.921	.185	.650	-.020
.961	.195	.700	.051
		.750	.105
		.800	.171
		.900	.239
		.950	.222

X/C	CP	X/C	CP	X/C	CP	X/C	CP
0.000	-.860	.005	.480	.005	.480	.005	.763
.010	-4.196	.025	.859	.025	.859	.025	.775
.030	-2.350	.050	.634	.050	.634	.050	.521
.050	-1.876	.100	.438	.100	.438	.100	.309
.100	-1.356	.180	.247	.180	.247	.180	.180
.180	-1.006	.300	.134	.300	.134	.300	.086
.300	-.751	.400	.045	.400	.045	.400	.007
.350	-.670	.500	-.020	.500	-.020	.500	-.043
.400	-.609	.600	-.037	.600	-.037	.600	-.039
.450	-.562	.650	.018	.650	.018	.650	-.004
.500	-.521	.700	.073	.700	.073	.700	.030
.550	-.485	.750	.151	.750	.151	.750	.107
.600	-.437	.800	.194	.800	.194	.800	.221
.650	-.396						
.700	-.343						
.750	-.295						
.850	-.152						
.950	.006						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 9.82^\circ$; $C_L = 0.957$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.173	.223	-.848	0.000	-2.500	0.000	-1.811	0.000	-1.023
.747	-.206	.346	-.709	.003	-5.508	.010	-4.813	.010	-3.619
.763	-.303	.448	-.571	.010	-5.575	.030	-2.856	.030	-2.696
.778	-.284	.487	-.522	.020	-5.086	.050	-2.159	.050	-1.719
		.527	-.459	.025	-4.512	.100	-1.545	.100	-1.146
		.566	-.376	.030	-3.295	.180	-1.158	.180	-.866
		.605	-.294	.050	-2.358	.300	-.837	.300	-.672
		.669	-.254	.100	-1.621	.350	-.747	.350	-.606
		.684	-.216	.120	-1.445	.400	-.686	.400	-.566
		.724	-.193	.180	-1.089	.450	-.619	.450	-.525
		.763	-.139	.250	-.894	.500	-.575	.500	-.506
		.803	-.109	.300	-.790	.550	-.517	.550	-.480
		.882	-.145	.350	-.717	.600	-.468	.600	-.454
		.961	-.083	.400	-.650	.650	-.416	.650	-.412
				.450	-.591	.700	-.356	.700	-.384
				.500	-.535	.750	-.290	.750	-.361
				.550	-.481	.850	-.133	.850	-.210
				.600	-.446	.950	.004	.950	-.046
				.650	-.377			.990	.032
				.700	-.317				
				.800	-.190				
				.900	-.051				
				.950	.007				
				.990	.034				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.271	.005	.158	.005	.325	.005	.248	.005	.645
.222	.199	.025	.853	.025	.879	.025	.874	.025	.815
.338	.086	.050	.664	.050	.707	.050	.700	.050	.585
.448	.014	.100	.438	.100	.483	.100	.485	.100	.372
.527	-.035	.120	.405	.180	.307	.180	.297	.180	.237
.605	-.056	.180	.254	.400	.070	.300	.150	.300	.102
.684	-.071	.250	.188	.500	.013	.400	.072	.400	.029
.724	-.037	.300	.139	.600	-.031	.500	.015	.500	-.017
.763	-.014	.400	.041	.650	.016	.600	-.020	.600	-.030
.803	.074	.500	-.034	.700	.072	.650	.026	.650	.000
.842	.142	.600	-.043	.750	.137	.700	.079	.700	.043
.921	.197	.650	-.210	.800	.193	.750	.155	.750	.089
.961	.184	.700	.029	.900	.256	.800	.201	.800	.230
		.750	.117	.950	.256				
		.800	.185						
		.900	.237						
		.950	.230						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 10.88^\circ$; $C_L = 1.042$

STATION .149		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.183	.223	-.908	0.000	-3.054	0.000	-2.462	0.000	-1.822
.747	-.185	.346	-.742	.003	-6.535	.010	-5.485	.010	-5.311
.763	-.294	.448	-.593	.010	-6.201	.030	-3.139	.030	-2.800
.778	-.279	.487	-.533	.020	-5.835	.050	-2.343	.050	-2.228
		.527	-.470	.025	-4.669	.100	-1.686	.100	-1.585
		.566	-.389	.030	-3.649	.180	-1.211	.180	-1.157
		.605	-.299	.050	-2.543	.300	-.862	.300	-.854
		.669	-.260	.100	-1.718	.350	-.772	.350	-.751
		.684	-.225	.120	-1.524	.400	-.702	.400	-.675
		.724	-.201	.180	-1.168	.450	-.631	.450	-.617
		.763	-.152	.250	-.939	.500	-.577	.500	-.558
		.803	-.114	.300	-.835	.550	-.530	.550	-.516
		.882	-.148	.350	-.743	.600	-.475	.600	-.449
		.961	-.080	.400	-.669	.650	-.415	.650	-.405
				.450	-.615	.700	-.355	.700	-.356
				.500	-.557	.750	-.280	.990	.002
				.550	-.498	.850	-.132		
				.600	-.446	.950	-.004		
				.650	-.378				
				.700	-.320				
				.800	-.189				
				.900	-.059				
				.950	-.015				
				.990	.012				
					</				

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 11.93^\circ$; $C_L = 1.129$

		STATION .149		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.179	.223	-.963	.000	-3.762	0.000	-2.897	0.000	-2.388	0.000	-1.876
.747	-.181	.346	-.777	.003	-7.557	.010	-5.946	.010	-5.976	.010	-4.429
.763	-.291	.448	-.624	.010	-7.084	.030	-3.531	.030	-3.186	.030	-2.601
.778	-.272	.487	-.554	.020	-6.509	.050	-2.600	.050	-2.447	.050	-2.040
		.527	-.493	.025	-4.774	.100	-1.784	.100	-1.667	.100	-1.340
		.566	-.412	.030	-4.024	.180	-1.292	.180	-1.220	.180	-.985
		.605	-.319	.050	-2.753	.300	-.920	.300	-.875	.300	-.762
		.669	-.268	.100	-1.869	.350	-.805	.350	-.782	.350	-.662
		.684	-.235	.120	-1.639	.400	-.725	.400	-.699	.400	-.624
		.724	-.193	.180	-1.238	.450	-.660	.450	-.630	.450	-.598
		.763	-.154	.250	-1.008	.500	-.593	.500	-.580	.500	-.557
		.803	-.121	.300	-.883	.550	-.527	.550	-.519	.550	-.521
		.882	-.157	.350	-.801	.600	-.474	.600	-.466	.600	-.498
		.961	-.077	.400	-.707	.650	-.399	.650	-.408	.650	-.445
				.450	-.629	.700	-.341	.700	-.338	.700	-.415
				.500	-.565	.750	-.271	.990	-.009	.750	-.396
				.550	-.496	.850	-.115			.850	-.224
				.600	-.455	.950	-.013			.950	-.066
				.650	-.384					.990	.013
				.700	-.323						
				.800	-.185						
				.900	-.070						
				.950	-.038						
				.990	-.009						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	.331	.005	-.364	.005	-.174	.005	-.380	.005	.361
		.222	.257	.025	.874	.025	.888	.025	.906	.025	.844
		.338	.153	.050	.776	.050	.801	.050	.796	.050	.680
		.448	.092	.100	.577	.100	.607	.100	.600	.100	.455
		.527	.024	.120	.489	.180	.404	.180	.380	.180	.308
		.605	-.011	.180	.368	.400	.125	.300	.235	.300	.160
		.684	-.037	.250	.279	.500	.061	.400	.129	.400	.068
		.724	.001	.300	.218	.600	.003	.500	.056	.500	.026
		.763	.035	.400	.110	.650	.034	.600	.015	.600	.003
		.803	.083	.500	.050	.700	.092	.650	.057	.650	.020
		.842	.164	.600	.001	.750	.153	.700	.094	.700	.065
		.921	.225	.650	.026	.800	.221	.750	.173	.750	.097
		.961	.196	.700	.069	.900	.265	.800	.211	.800	.287
				.750	.151	.950	.248				
				.800	.194						
				.900	.254						
				.950	.239						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Continued

$\alpha = 12.93^\circ$; $C_L = 1.204$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.160	.223	-1.025	0.000	-4.406	0.000	-3.393	0.000	-2.812	0.000	-2.277	0.000	-2.277	0.000	-2.277				
.747	-.187	.346	-.822	.003	-8.348	.010	-6.796	.010	-6.611	.010	-4.956	.010	-4.956	.010	-4.956				
.763	-.274	.448	-.631	.010	-7.601	.030	-3.741	.030	-3.463	.030	-2.778	.030	-2.778	.030	-2.778				
.778	-.252	.487	-.566	.020	-7.065	.050	-2.728	.050	-2.638	.050	-2.198	.050	-2.198	.050	-2.198				
		.527	-.506	.025	-5.087	.100	-1.931	.100	-1.801	.100	-1.463	.100	-1.463	.100	-1.463				
		.566	-.413	.030	-4.305	.180	-1.353	.180	-1.294	.180	-1.036	.180	-1.036	.180	-1.036				
		.605	-.326	.050	-2.994	.300	-.940	.300	-.923	.300	-.783	.300	-.783	.300	-.783				
		.669	-.276	.100	-1.957	.350	-.843	.350	-.820	.350	-.707	.350	-.707	.350	-.707				
		.684	-.236	.120	-1.706	.400	-.757	.400	-.721	.400	-.665	.400	-.665	.400	-.665				
		.724	-.208	.180	-1.312	.450	-.672	.450	-.655	.450	-.616	.450	-.616	.450	-.616				
		.763	-.149	.250	-1.066	.500	-.612	.500	-.599	.500	-.586	.500	-.586	.500	-.586				
		.803	-.126	.300	-.930	.550	-.538	.550	-.536	.550	-.557	.550	-.557	.550	-.557				
		.882	-.144	.350	-.835	.600	-.482	.600	-.475	.600	-.519	.600	-.519	.600	-.519				
		.961	-.077	.400	-.737	.650	-.402	.650	-.421	.650	-.465	.650	-.465	.650	-.465				
				.450	-.656	.700	-.347	.700	-.343	.700	-.434	.700	-.434	.700	-.434				
				.500	-.588	.750	-.268	.750	-.035	.750	-.418	.750	-.418	.750	-.418				
				.550	-.522	.850	-.125	.850		.850	-.243	.850	-.243	.850	-.243				
				.600	-.456	.950	-.078	.950		.950	-.083	.950	-.083	.950	-.083				
				.650	-.378					.990	-.004	.990	-.004	.990	-.004				
				.700	-.317														
				.800	-.200														
				.900	-.089														
				.950	-.047														
				.990	-.029														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.362	.005	-.723	.005	-.421	.005	-.662	.005	.206	.005	.206	.005	.206	.005	.206				
.222	.265	.025	.854	.025	.881	.025	.893	.025	.855	.025	.855	.025	.855	.025	.855				
.338	.170	.050	.789	.050	.826	.050	.825	.050	.715	.050	.715	.050	.715	.050	.715				
.448	.102	.100	.589	.100	.625	.100	.639	.100	.491	.100	.491	.100	.491	.100	.491				
.527	.039	.120	.541	.180	.443	.180	.419	.180	.345	.180	.345	.180	.345	.180	.345				
.605	.007	.180	.398	.400	.153	.300	.257	.300	.180	.300	.180	.300	.180	.300	.180				
.684	-.037	.250	.282	.500	.083	.400	.144	.400	.093	.400	.093	.400	.093	.400	.093				
.724	.012	.300	.245	.600	.016	.500	.079	.500	.034	.500	.034	.500	.034	.500	.034				
.763	.039	.400	.138	.650	.057	.600	.028	.600	.017	.600	.017	.600	.017	.600	.017				
.803	.083	.500	.038	.700	.101	.650	.065	.650	.046	.650	.046	.650	.046	.650	.046				
.842	.156	.600	.009	.750	.153	.700	.103	.700	.072	.700	.072	.700	.072	.700	.072				
.921	.212	.650	.040	.800	.219	.750	.157	.750	.106	.750	.106	.750	.106	.750	.106				
.961	.203	.700	.067	.900	.256	.800	.226	.800	.289	.800	.289	.800	.289	.800	.289				
		.750	.132	.950	.249														
		.800	.198																
		.900	.220																
		.950	.212																

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.25$ - Concluded

$\alpha = 13.63^\circ$; $C_L = 1.024$

STATION .149				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.224	.223	-.997	0.000	-4.622	0.000	-3.806	0.000	-3.019	0.000	-2.427								
.747	-.232	.346	-.798	.003	-8.341	.010	-7.160	.010	-6.739	.010	-5.321								
.763	-.305	.448	-.608	.010	-7.866	.030	-3.867	.030	-3.548	.030	-2.935								
.778	-.279	.487	-.547	.020	-7.141	.050	-2.826	.050	-2.687	.050	-2.254								
		.527	-.483	.025	-5.168	.100	-1.928	.100	-1.865	.100	-1.441								
		.566	-.395	.030	-4.319	.180	-1.382	.180	-1.307	.180	-1.084								
		.605	-.317	.050	-2.923	.300	-.960	.300	-.930	.300	-.815								
		.669	-.278	.100	-1.949	.350	-.846	.350	-.819	.350	-.722								
		.684	-.246	.120	-1.732	.400	-.752	.400	-.738	.400	-.673								
		.724	-.213	.180	-1.344	.450	-.667	.450	-.657	.450	-.622								
		.763	-.180	.250	-1.082	.500	-.604	.500	-.600	.500	-.591								
		.803	-.158	.300	-.944	.550	-.534	.550	-.537	.550	-.555								
		.882	-.168	.350	-.834	.600	-.470	.600	-.472	.600	-.527								
		.961	-.091	.400	-.743	.650	-.405	.650	-.406	.650	-.475								
				.450	-.670	.700	-.334	.700	-.347	.700	-.447								
				.500	-.597	.750	-.255	.990	-.048	.750	-.427								
				.550	-.531	.850	-.129			.850	-.249								
				.600	-.469	.950	-.052			.950	-.085								
				.650	-.395					.990	-.013								
				.700	-.330														
				.800	-.199														
				.900	-.080														
				.950	-.054														
				.990	-.037														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.364	.005	-.798	.005	-.603	.035	-.784	.035	.158								
		.222	.296	.025	-.856	.025	-.885	.025	-.888	.025	.860								
		.338	.181	.050	-.819	.050	-.844	.050	-.836	.050	.736								
		.448	.081	.100	-.601	.100	-.656	.100	-.646	.100	.499								
		.527	.025	.120	-.548	.180	-.454	.180	-.441	.180	.326								
		.605	.000	.180	-.420	.400	-.166	.300	-.269	.300	.188								
		.684	-.031	.250	-.308	.500	-.087	.400	-.164	.400	.107								
		.724	-.014	.300	-.233	.600	-.021	.500	-.079	.500	.048								
		.763	.013	.400	-.153	.650	.051	.600	.035	.600	.014								
		.803	.093	.500	-.065	.700	.096	.650	.069	.650	.040								
		.842	.147	.600	.002	.750	.139	.700	.101	.700	.070								
		.921	.173	.650	.040	.800	.212	.750	.154	.750	.097								
		.961	.180	.700	.088	.900	.246	.800	.213	.800	.275								
				.750	.142	.950	.242												
				.800	.186														
				.900	.228														
				.950	.214														

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$

$\alpha = -0.06^\circ$; $C_L = 0.044$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.327	.223	-.335	0.000	.951	0.000	.957	0.000	.927
.747	-.354	.346	-.338	.003	.334	.010	-.390	.010	-.032
.763	-.407	.448	-.319	.010	-.471	.030	-.507	.030	-.411
.778	-.361	.487	-.314	.020	-.647	.050	-.473	.050	-.466
		.527	-.287	.025	-.663	.100	-.433	.100	-.323
		.566	-.237	.030	-.620	.180	-.415	.180	-.300
		.605	-.186	.050	-.560	.300	-.368	.300	-.285
		.669	-.176	.100	-.474	.350	-.369	.350	-.271
		.684	-.187	.120	-.428	.400	-.357	.400	-.281
		.724	-.192	.180	-.374	.450	-.345	.450	-.273
		.763	-.147	.250	-.384	.500	-.344	.500	-.276
		.803	-.126	.300	-.367	.550	-.338	.550	-.285
		.882	-.239	.350	-.359	.600	-.333	.600	-.281
		.961	-.183	.400	-.347	.650	-.315	.650	-.263
				.450	-.346	.700	-.287	.700	-.256
				.500	-.343	.750	-.252	.750	-.271
				.550	-.341	.850	-.130	.850	-.136
				.600	-.339	.950	.027	.950	.008
				.650	-.299			.990	.079
				.700	-.283				
				.800	-.197				
				.900	-.064				
				.950	.022				
				.990	.101				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.204	.005	.524	.005	.448	.005	.425	.005	.326
.222	-.224	.025	-.421	.025	-.332	.025	-.313	.025	-.288
.338	-.279	.050	-.408	.050	-.417	.050	-.449	.050	-.443
.448	-.311	.100	-.487	.100	-.388	.100	-.371	.100	-.302
.527	-.333	.120	-.435	.180	-.363	.180	-.363	.180	-.246
.605	-.311	.180	-.412	.400	-.350	.300	-.329	.300	-.271
.684	-.298	.250	-.376	.500	-.326	.400	-.320	.400	-.283
.724	-.233	.300	-.375	.600	-.290	.500	-.302	.500	-.271
.763	-.167	.400	-.372	.650	-.199	.600	-.255	.600	-.206
.803	-.076	.500	-.371	.700	-.084	.650	-.159	.650	-.148
.842	.029	.600	-.320	.750	.012	.700	-.059	.700	-.066
.921	.110	.650	-.223	.800	.108	.750	.055	.750	.048
.961	.119	.700	-.118	.900	.202	.800	.127	.800	.159
		.750	-.012	.950	.221				
		.800	.068						
		.900	.182						
		.950	.203						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ -Continued

$\alpha = 0.97^\circ$; $C_L = 0.150$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.294	.223	-.388	0.000	.895	0.000	.920	0.000	.950	0.000	.950	.010	-.612	.010	-.274				
.747	-.347	.346	-.389	.003	-.308	.010	-.753	.030	-.691	.030	-.710	.030	-.710	.030	-.545				
.763	-.398	.448	-.356	.010	-.924	.050	-.623	.050	-.583	.050	-.583	.050	-.583	.050	-.606				
.778	-.359	.487	-.342	.020	-1.037	.100	-.546	.100	-.514	.100	-.514	.100	-.514	.100	-.403				
		.527	-.310	.025	-1.099	.180	-.493	.180	-.457	.180	-.457	.180	-.457	.180	-.349				
		.566	-.254	.030	-.922	.300	-.433	.300	-.429	.300	-.429	.300	-.429	.300	-.339				
		.605	-.205	.050	-.734	.350	-.411	.350	-.398	.350	-.398	.350	-.398	.350	-.296				
		.669	-.199	.100	-.586	.400	-.403	.400	-.374	.400	-.374	.400	-.374	.400	-.310				
		.684	-.199	.120	-.531	.450	-.390	.450	-.377	.450	-.377	.450	-.377	.450	-.307				
		.724	-.199	.180	-.476	.500	-.380	.500	-.354	.500	-.354	.500	-.354	.500	-.299				
		.763	-.165	.250	-.435	.550	-.382	.550	-.366	.550	-.366	.550	-.366	.550	-.316				
		.803	-.127	.300	-.436	.600	-.360	.600	-.337	.600	-.337	.600	-.337	.600	-.302				
		.882	-.240	.350	-.395	.650	-.342	.650	-.328	.650	-.328	.650	-.328	.650	-.282				
		.961	-.174	.400	-.387	.700	-.309	.700	-.294	.700	-.294	.700	-.294	.700	-.268				
				.450	-.378	.750	-.263	.750	-.263	.750	-.263	.750	-.263	.750	-.276				
				.500	-.372	.850	-.134	.850	-.134	.850	-.134	.850	-.134	.850	-.137				
				.550	-.368	.950	.030	.950	.030	.950	.030	.950	.030	.950	.013				
				.600	-.357										.084				
				.650	-.327														
				.700	-.304														
				.800	-.209														
				.900	-.063														
				.950	.025														
				.990	.101														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.148	.005	.711	.005	.708	.005	.696	.005	.696	.005	.495	.005	.495	.005	.086				
.222	-.172	.025	-.156	.025	-.088	.025	-.046	.025	-.046	.025	-.086	.025	-.086	.025					
.338	-.243	.050	-.220	.050	-.239	.050	-.243	.050	-.243	.050	-.322	.050	-.322	.050					
.448	-.286	.100	-.344	.100	-.276	.100	-.254	.100	-.254	.100	-.210	.100	-.210	.100					
.527	-.301	.120	-.304	.180	-.280	.180	-.273	.180	-.273	.180	-.182	.180	-.182	.180					
.605	-.282	.180	-.325	.400	-.301	.300	-.269	.300	-.269	.300	-.233	.300	-.233	.300					
.684	-.281	.250	-.321	.500	-.294	.400	-.285	.400	-.285	.400	-.240	.400	-.240	.400					
.724	-.224	.300	-.327	.600	-.266	.500	-.276	.500	-.276	.500	-.246	.500	-.246	.500					
.763	-.163	.400	-.349	.650	-.179	.600	-.241	.600	-.241	.600	-.188	.600	-.188	.600					
.803	-.061	.500	-.337	.700	-.074	.650	-.138	.650	-.138	.650	-.129	.650	-.129	.650					
.842	.035	.600	-.291	.750	.031	.700	-.043	.700	-.043	.700	-.054	.700	-.054	.700					
.921	.117	.650	-.203	.800	.119	.750	.068	.750	.068	.750	.063	.750	.063	.750					
.961	.129	.700	-.110	.900	.214	.800	.139	.800	.139	.800	.171	.800	.171	.800					
		.750	.004	.950	.234														
		.800	.087																
		.900	.185																
		.950	.213																

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 1.44^\circ$; $C_L = 0.195$

STATION .148		STATION .42		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.306	.223	-.424	0.000	.859	0.000	.894	0.000	.918
.747	-.346	.346	-.407	.003	-.102	.010	-.919	.010	-.441
.763	-.394	.448	-.384	.010	-1.053	.030	-.839	.030	-.689
.778	-.359	.487	-.357	.020	-1.182	.050	-.712	.050	-.668
		.527	-.326	.025	-1.134	.100	-.606	.100	-.443
		.566	-.272	.030	-1.058	.180	-.534	.180	-.395
		.605	-.215	.050	-.805	.300	-.475	.300	-.367
		.669	-.204	.100	-.615	.350	-.435	.350	-.318
		.684	-.205	.120	-.591	.400	-.425	.400	-.334
		.724	-.212	.180	-.509	.450	-.418	.450	-.333
		.763	-.162	.250	-.476	.500	-.402	.500	-.325
		.803	-.133	.300	-.445	.550	-.389	.550	-.329
		.882	-.235	.350	-.426	.600	-.369	.600	-.312
		.961	-.177	.400	-.401	.650	-.348	.650	-.294
				.450	-.394	.700	-.318	.700	-.282
				.500	-.390	.750	-.270	.750	-.289
				.550	-.372	.850	-.136	.850	-.146
				.600	-.364	.950	.027	.950	.006
				.650	-.335			.990	.080
				.700	-.309				
				.800	-.212				
				.900	-.067				
				.950	.021				
				.990	.100				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.121	.005	.767	.005	.757	.005	.735	.005	.613
.222	-.151	.025	-.091	.025	.003	.025	.019	.025	.020
.338	-.220	.050	-.169	.050	-.142	.050	-.225	.050	-.224
.448	-.276	.100	-.303	.100	-.229	.100	-.206	.100	-.186
.527	-.292	.120	-.292	.180	-.246	.180	-.245	.180	-.167
.605	-.282	.180	-.287	.400	-.283	.300	-.243	.300	-.211
.684	-.269	.250	-.292	.500	-.289	.400	-.262	.400	-.238
.724	-.213	.300	-.312	.600	-.250	.500	-.272	.500	-.244
.763	-.157	.400	-.318	.650	-.168	.600	-.224	.600	-.175
.803	-.059	.500	-.320	.700	-.068	.650	-.130	.650	-.122
.842	.044	.600	-.280	.750	.032	.700	-.039	.700	-.052
.921	.123	.650	-.202	.800	.126	.750	.067	.750	.064
.961	.128	.700	-.104	.900	.216	.800	.143	.800	.174
		.750	.003	.950	.234				
		.800	.088						
		.900	.190						
		.950	.216						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 1.96^\circ$; $C_L = 0.247$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.312	.223	-.451	0.000	.802	0.000	.855	0.000	.906
.747	-.330	.346	-.438	.003	-.305	.010	-1.070	.010	-.590
.763	-.433	.448	-.394	.010	-1.247	.030	-1.000	.030	-.842
.778	-.359	.487	-.363	.020	-1.389	.050	-.815	.050	-.691
		.527	-.335	.025	-1.438	.100	-.665	.100	-.505
		.566	-.277	.030	-1.231	.180	-.577	.180	-.429
		.605	-.218	.050	-.925	.300	-.483	.300	-.379
		.669	-.209	.100	-.738	.350	-.452	.350	-.337
		.684	-.206	.120	-.642	.400	-.444	.400	-.348
		.724	-.209	.180	-.554	.450	-.421	.450	-.338
		.763	-.163	.250	-.507	.500	-.413	.500	-.336
		.803	-.127	.300	-.488	.550	-.397	.550	-.337
		.882	-.242	.350	-.465	.600	-.384	.600	-.330
		.961	-.172	.400	-.430	.650	-.363	.650	-.308
				.450	-.412	.700	-.325	.700	-.294
				.500	-.401	.750	-.271	.750	-.294
				.550	-.395	.850	-.140	.850	-.153
				.600	-.375	.950	.024	.950	.001
				.650	-.339			.990	.072
				.700	-.317				
				.800	-.214				
				.900	-.064				
				.950	.025				
				.990	.102				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.086	.005	.826	.005	.799	.005	.814	.005	.659
.222	-.137	.025	.031	.025	.067	.025	.110	.025	.096
.338	-.217	.050	-.105	.050	-.096	.050	-.174	.050	-.128
.448	-.252	.100	-.238	.100	-.181	.100	-.162	.100	-.184
.527	-.271	.120	-.213	.180	-.220	.180	-.204	.180	-.135
.605	-.261	.180	-.242	.400	-.274	.300	-.227	.300	-.191
.684	-.271	.250	-.245	.500	-.264	.400	-.240	.400	-.232
.724	-.202	.300	-.269	.600	-.253	.500	-.247	.500	-.225
.763	-.138	.400	-.292	.650	-.159	.600	-.215	.600	-.178
.803	-.047	.500	-.297	.700	-.058	.650	-.124	.650	-.115
.842	.049	.600	-.269	.750	.036	.700	-.034	.700	-.046
.921	.128	.650	-.189	.800	.129	.750	.074	.750	.064
.961	.137	.700	-.090	.900	.224	.800	.148	.800	.171
		.750	.020	.950	.234				
		.800	.092						
		.900	.200						
		.950	.220						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 2.97^\circ$; $C_L = 0.348$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.304	.223	-.514	0.000	.649	0.000	.761	0.000	.832	0.000	.656
.747	-.321	.346	-.485	.003	-.664	.010	-1.712	.010	-1.292	.010	-.894
.763	-.401	.448	-.430	.010	-1.832	.030	-1.321	.030	-1.248	.030	-1.039
.778	-.358	.487	-.398	.020	-1.878	.050	-1.000	.050	-.897	.050	-.916
		.527	-.363	.025	-1.808	.100	-.918	.100	-.763	.100	-.595
		.566	-.299	.030	-1.579	.180	-.684	.180	-.622	.180	-.488
		.605	-.235	.050	-1.093	.300	-.551	.300	-.533	.300	-.432
		.669	-.223	.100	-.849	.350	-.506	.350	-.499	.350	-.378
		.684	-.215	.120	-.774	.400	-.485	.400	-.471	.400	-.376
		.724	-.218	.180	-.622	.450	-.462	.450	-.437	.450	-.370
		.763	-.168	.250	-.568	.500	-.446	.500	-.425	.500	-.364
		.803	-.139	.300	-.521	.550	-.427	.550	-.408	.550	-.367
		.882	-.233	.350	-.490	.600	-.406	.600	-.381	.600	-.349
		.961	-.172	.400	-.465	.650	-.380	.650	-.369	.650	-.326
				.450	-.447	.700	-.341	.700	-.329	.700	-.311
				.500	-.432	.750	-.286	.750	-.311	.750	-.311
				.550	-.416	.850	-.142	.850	-.155	.850	-.155
				.600	-.399	.950	.019	.950	-.004	.950	-.004
				.650	-.359					.990	.073
				.700	-.330						
				.800	-.222						
				.900	-.065						
				.950	.021						
				.990	.096						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.000	.761	.005	.897
.010	-1.712	.025	.195
.030	-1.321	.050	.044
.050	-1.000	.100	-.144
.100	-.918	.120	-.126
.180	-.684	.180	-.179
.300	-.551	.250	-.205
.350	-.506	.300	-.222
.400	-.485	.400	-.255
.450	-.462	.500	-.275
.500	-.446	.600	-.243
.550	-.427	.650	-.171
.600	-.406	.700	-.083
.650	-.380	.750	.027
.700	-.341	.800	.104
.750	-.286	.900	.200
.850	-.142	.950	.223
.950	.019		

WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.897	.005	.877
.025	.195	.025	.329
.050	.044	.050	.052
.100	-.144	.100	-.053
.120	-.126	.100	-.122
.180	-.179	.400	-.226
.250	-.205	.500	-.243
.300	-.222	.600	-.224
.400	-.255	.650	-.145
.500	-.275	.700	-.045
.600	-.243	.750	.050
.650	-.171	.800	.140
.700	-.083	.900	.225
.750	.027	.950	.243
.800	.104		
.900	.200		
.950	.223		

WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.877	.005	.900
.025	.329	.025	.264
.050	.052	.050	.005
.100	-.053	.100	-.059
.100	-.122	.180	-.120
.400	-.226	.300	-.169
.500	-.243	.400	-.207
.600	-.224	.500	-.215
.650	-.145	.600	-.191
.700	-.045	.650	-.106
.750	.050	.700	-.019
.800	.140	.750	.085
.900	.225	.800	.155
.950	.243		

WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.877	.005	.776
.025	.329	.025	.244
.050	.052	.050	-.022
.100	-.053	.100	-.058
.100	-.122	.180	-.072
.400	-.226	.300	-.156
.500	-.243	.400	-.191
.600	-.224	.500	-.206
.650	-.145	.600	-.157
.700	-.045	.650	-.106
.750	.050	.700	-.036
.800	.140	.750	.074
.900	.225	.800	.182
.950	.243		

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 3.97^\circ$; $C_L = 0.446$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.297	.223	-.583	0.000	.447	0.000	.589	0.000	.734	0.000	.757	.010	-1.837	.010	-1.208				
.747	-.322	.346	-.534	.003	-1.142	.010	-2.033	.030	-1.676	.030	-1.662	.030	-1.662	.030	-1.240				
.763	-.399	.448	-.466	.010	-2.458	.050	-1.173	.100	-.943	.100	-.850	.100	-.850	.100	-1.025				
.778	-.357	.487	-.433	.020	-2.446	.180	-.759	.300	-.603	.300	-.584	.300	-.584	.300	-.677				
		.527	-.387	.025	-2.212	.350	-.559	.400	-.529	.400	-.532	.400	-.532	.400	-.548				
		.566	-.322	.030	-2.041	.450	-.498	.450	-.477	.450	-.499	.450	-.499	.450	-.476				
		.605	-.246	.050	-1.328	.500	-.475	.500	-.446	.500	-.446	.500	-.446	.500	-.426				
		.669	-.223	.100	-.975	.550	-.445	.550	-.430	.550	-.430	.550	-.430	.550	-.418				
		.684	-.224	.120	-.868	.600	-.422	.600	-.399	.600	-.399	.600	-.399	.600	-.409				
		.724	-.211	.180	-.710	.650	-.385	.650	-.381	.650	-.381	.650	-.381	.650	-.394				
		.763	-.159	.250	-.620	.700	-.341	.700	-.337	.700	-.337	.700	-.337	.700	-.385				
		.803	-.138	.300	-.575	.750	-.286	.750	-.337	.750	-.337	.750	-.337	.750	-.367				
		.882	-.222	.350	-.533	.850	-.139	.850	-.337	.850	-.337	.850	-.337	.850	-.336				
		.961	-.163	.400	-.503	.950	.020	.950	-.337	.950	-.337	.950	-.337	.950	-.317				
				.450	-.478										-.313				
				.500	-.453										-.163				
				.550	-.432										-.011				
				.600	-.413										.065				
				.650	-.373														
				.700	-.337														
				.800	-.223														
				.900	-.067														
				.950	.023														
				.990	.092														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.015	.005	.934	.005	.936	.005	.933	.005	.933	.005	.862	.005	.862	.005	.358				
.222	-.046	.025	.372	.025	.402	.025	.427	.025	.427	.025	.358	.025	.358	.025	.071				
.338	-.133	.050	.178	.050	.174	.050	.141	.050	.141	.050	.071	.050	.071	.050	.007				
.448	-.181	.100	-.036	.100	.029	.100	.040	.100	.040	.100	.007	.100	.007	.100	-.033				
.527	-.216	.120	-.058	.180	-.063	.180	-.071	.180	-.071	.180	-.033	.180	-.033	.180	-.114				
.605	-.215	.180	-.115	.400	-.180	.300	-.133	.300	-.133	.300	-.114	.300	-.114	.300	-.159				
.684	-.225	.250	-.133	.500	-.203	.400	-.167	.400	-.167	.400	-.159	.400	-.159	.400	-.178				
.724	-.168	.300	-.170	.600	-.207	.500	-.189	.500	-.189	.500	-.178	.500	-.178	.500	-.149				
.763	-.110	.400	-.218	.650	-.120	.600	-.176	.600	-.176	.600	-.149	.600	-.149	.600	-.086				
.803	-.015	.500	-.238	.700	-.026	.650	-.095	.650	-.095	.650	-.086	.650	-.086	.650	-.026				
.842	.076	.600	-.220	.750	.065	.700	-.008	.700	-.008	.700	-.026	.700	-.026	.700	.087				
.921	.143	.650	-.147	.800	.151	.750	.097	.750	.097	.750	.087	.750	.087	.750	.188				
.961	.155	.700	-.056	.900	.234	.800	.162	.800	.162	.800	.188	.800	.188	.800					
		.750	.044	.950	.250														
		.800	.114																
		.900	.215																
		.950	.224																

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 4.94^\circ$; $C_L = 0.541$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.292	.223	-.652	0.000	.219	0.000	.437	0.000	.611
.747	-.302	.346	-.589	.003	-1.577	.010	-2.704	.010	-1.654
.763	-.396	.448	-.495	.010	-3.023	.030	-2.144	.030	-1.552
.778	-.353	.487	-.458	.020	-2.970	.050	-1.405	.050	-1.144
		.527	-.405	.025	-2.853	.100	-1.052	.100	-.766
		.566	-.334	.030	-2.810	.180	-.853	.180	-.627
		.605	-.260	.050	-1.455	.300	-.651	.300	-.517
		.669	-.237	.100	-1.102	.350	-.602	.350	-.462
		.684	-.228	.120	-.999	.400	-.562	.400	-.450
		.724	-.221	.180	-.783	.450	-.531	.450	-.439
		.763	-.169	.250	-.678	.500	-.499	.500	-.418
		.803	-.148	.300	-.623	.550	-.469	.550	-.412
		.882	-.227	.350	-.576	.600	-.440	.600	-.388
		.961	-.152	.400	-.537	.650	-.396	.650	-.355
				.450	-.512	.700	-.355	.700	-.340
				.500	-.480	.750	-.295	.750	-.339
				.550	-.461	.850	-.144	.850	-.178
				.600	-.425	.950	.020	.950	-.015
				.650	-.381			.990	.059
				.700	-.342				
				.800	-.223				
				.900	-.064				
				.950	.016				
				.970	.082				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.056	.005	.929	.005	.943	.005	.945	.005	.902
.222	-.015	.025	.505	.025	.548	.025	.544	.025	.489
.338	-.091	.050	.279	.050	.278	.050	.258	.050	.181
.448	-.149	.100	.357	.100	.135	.100	.128	.100	.071
.527	-.186	.120	.025	.180	-.008	.180	-.014	.180	.011
.605	-.200	.180	-.034	.400	-.138	.300	-.074	.300	-.080
.684	-.203	.250	-.089	.500	-.170	.400	-.128	.400	-.129
.724	-.153	.300	-.120	.600	-.175	.500	-.159	.500	-.154
.763	-.103	.400	-.172	.650	-.106	.600	-.152	.600	-.125
.803	-.011	.500	-.205	.700	-.015	.650	-.075	.650	-.077
.842	.084	.600	-.201	.750	.075	.700	.002	.700	-.019
.921	.152	.650	-.132	.800	.158	.750	.103	.750	.088
.961	.152	.700	-.046	.900	.241	.800	.170	.800	.193
		.750	.058	.950	.245				
		.800	.122						
		.900	.217						
		.950	.229						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 5.92^\circ$; $C_L = 0.632$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.256	.223	-.707	0.000	.313	0.000	.187	0.000	.387	0.000	.463
.747	-.298	.346	-.625	.003	-2.032	.010	-3.130	.010	-2.856	.010	-2.015
.763	-.387	.448	-.520	.010	-3.205	.030	-2.891	.030	-2.037	.030	-2.001
.778	-.344	.487	-.475	.020	-3.079	.050	-1.502	.050	-1.490	.050	-1.278
		.527	-.427	.025	-2.899	.100	-1.167	.100	1.074	.100	-.865
		.566	-.350	.030	-2.709	.180	-.921	.180	-.834	.180	-.684
		.605	-.277	.050	-1.903	.300	-.698	.300	-.663	.300	-.556
		.669	-.252	.100	-1.178	.350	-.633	.350	-.601	.350	-.494
		.684	-.237	.120	-1.081	.400	-.595	.400	-.563	.400	-.481
		.724	-.225	.180	-.853	.450	-.558	.450	-.527	.450	-.468
		.763	-.173	.250	-.732	.500	-.525	.500	-.492	.500	-.451
		.803	-.152	.300	-.663	.550	-.493	.550	-.467	.550	-.441
		.882	-.229	.350	-.612	.600	-.452	.600	-.426	.600	-.408
		.961	-.149	.400	-.573	.650	-.412	.650	-.404	.650	-.381
				.450	-.531	.700	-.361	.700	-.352	.700	-.357
				.500	-.499	.750	-.295	.990	.050	.750	-.351
				.550	-.471	.850	-.135			.850	-.188
				.600	-.433	.950	.015			.950	-.022
				.650	-.384					.990	.060
				.700	-.343						
				.800	-.226						
				.900	-.071						
				.950	.015						
				.990	-.071						

WING LOWER SURFACE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.100	.305	.925	.005	.924	.005	.928	.005	.915	.005	.915
.222	.028	.025	.635	.025	.624	.025	.656	.025	.566	.025	.566
.338	-.066	.050	.367	.050	.405	.050	.337	.050	.286	.050	.286
.448	-.119	.100	.132	.100	.185	.100	.203	.100	.121	.100	.121
.527	-.161	.120	.114	.180	.052	.180	.054	.180	.061	.180	.061
.605	-.174	.180	.020	.400	-.103	.300	-.031	.300	-.042	.300	-.042
.684	-.187	.250	-.041	.500	-.145	.400	-.104	.400	-.103	.400	-.103
.724	-.140	.300	-.081	.600	-.162	.500	-.134	.500	-.135	.500	-.135
.763	-.094	.400	-.134	.650	-.094	.600	-.136	.600	-.113	.600	-.113
.803	-.002	.500	-.170	.700	-.010	.650	-.062	.650	-.070	.650	-.070
.842	.097	.600	-.176	.750	.079	.700	.010	.700	-.015	.700	-.015
.921	.156	.650	-.114	.800	.165	.750	.107	.750	.091	.750	.091
.961	.162	.700	-.030	.900	.240	.800	.170	.800	.198	.800	.198
		.750	.060	.950	.251						
		.800	.127								
		.900	.222								
		.950	.229								

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 6.93^\circ$; $C_L = 0.721$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.267	.223	-.757	0.000	-.196	0.000	.032	0.000	.222	0.000	.244	0.000	.244	0.000	.244				
.747	-.289	.346	-.672	.003	-2.245	.010	-3.180	.010	-3.071	.010	-2.428	.010	-2.428	.010	-2.428				
.763	-.387	.448	-.553	.010	-2.686	.030	-2.846	.030	-2.774	.030	-2.398	.030	-2.398	.030	-2.398				
.778	-.342	.487	-.498	.020	-2.499	.050	-2.043	.050	-2.033	.050	-1.410	.050	-1.410	.050	-1.410				
		.527	-.440	.025	-2.363	.100	-1.356	.100	-1.264	.100	-.964	.100	-.964	.100	-.964				
		.566	-.364	.030	-2.446	.180	-.594	.180	-.917	.180	-.744	.180	-.744	.180	-.744				
		.605	-.284	.050	-2.370	.300	-.736	.300	-.714	.300	-.601	.300	-.601	.300	-.601				
		.669	-.253	.100	-1.651	.350	-.665	.350	-.642	.350	-.529	.350	-.529	.350	-.529				
		.684	-.242	.120	-1.363	.400	-.613	.400	-.594	.400	-.505	.400	-.505	.400	-.505				
		.724	-.225	.180	-.957	.450	-.570	.450	-.551	.450	-.488	.450	-.488	.450	-.488				
		.763	-.178	.250	-.784	.500	-.533	.500	-.515	.500	-.467	.500	-.467	.500	-.467				
		.803	-.147	.300	-.701	.550	-.496	.550	-.479	.550	-.458	.550	-.458	.550	-.458				
		.882	-.214	.350	-.641	.600	-.456	.600	-.433	.600	-.435	.600	-.435	.600	-.435				
		.961	-.137	.400	-.589	.650	-.400	.650	-.403	.650	-.393	.650	-.393	.650	-.393				
				.450	-.524	.700	-.355	.700	-.344	.700	-.374	.700	-.374	.700	-.374				
				.500	-.511	.750	-.290	.990	.038	.750	-.360	.750	-.360	.750	-.360				
				.550	-.473	.850	-.134			.850	-.193	.850	-.193	.850	-.193				
				.600	-.434	.950	.006			.950	-.029	.950	-.029	.950	-.029				
				.650	-.388					.990	.046	.990	.046	.990	.046				
				.700	-.340														
				.800	-.223														
				.900	-.077														
				.950	-.006														
				.990	.049														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.139	.005	.870	.005	.898	.005	.880	.005	.880	.005	.907	.005	.907	.005	.907				
.222	.071	.025	.682	.025	.707	.025	.708	.025	.708	.025	.643	.025	.643	.025	.643				
.338	-.032	.050	.443	.050	.467	.050	.450	.050	.450	.050	.354	.050	.354	.050	.354				
.448	-.095	.100	.218	.100	.269	.100	.278	.100	.278	.100	.189	.100	.189	.100	.189				
.527	-.142	.120	.190	.180	.130	.180	.121	.180	.121	.180	.117	.180	.117	.180	.117				
.605	-.156	.180	.069	.400	-.072	.300	.001	.300	.001	.300	-.013	.300	-.013	.300	-.013				
.684	-.167	.250	.003	.500	-.117	.400	-.068	.400	-.068	.400	-.079	.400	-.079	.400	-.079				
.724	-.119	.300	-.030	.600	-.135	.500	-.104	.500	-.104	.500	-.113	.500	-.113	.500	-.113				
.763	-.078	.400	-.101	.650	-.071	.600	-.113	.600	-.113	.600	-.095	.600	-.095	.600	-.095				
.803	.005	.500	-.156	.700	.007	.650	-.053	.650	-.053	.650	-.050	.650	-.050	.650	-.050				
.842	.099	.600	-.159	.750	.084	.700	.024	.700	.024	.700	-.007	.700	-.007	.700	-.007				
.921	.167	.650	-.098	.800	.167	.750	.121	.750	.121	.750	.095	.750	.095	.750	.095				
.961	.164	.700	-.021	.900	.245	.800	.179	.800	.179	.800	.199	.800	.199	.800	.199				
		.750	.074	.950	.248														
		.800	.141																
		.900	.223																
		.950	.231																

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 7.86^\circ$; $C_L = 0.791$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.256	.223	-.835	0.000	-.388	0.000	-.081	0.000	.087
.747	-.282	.346	-.715	.003	-2.544	.010	-3.145	.010	-2.787
.763	-.380	.448	-.580	.010	-2.344	.030	-2.882	.030	-2.722
.778	-.333	.487	-.522	.020	-2.134	.050	-2.267	.050	-1.601
		.527	-.460	.025	-2.486	.100	-1.449	.100	-1.071
		.566	-.376	.030	-2.317	.180	-1.003	.180	-.826
		.605	-.292	.050	-2.413	.300	-.735	.300	-.638
		.669	-.250	.100	-1.979	.350	-.662	.350	-.560
		.684	-.241	.120	-1.716	.400	-.608	.400	-.540
		.724	-.216	.180	-1.214	.450	-.562	.450	-.511
		.763	-.180	.250	-.866	.500	-.513	.500	-.487
		.803	-.146	.300	-.730	.550	-.471	.550	-.469
		.882	-.213	.350	-.679	.600	-.427	.600	-.439
		.961	-.133	.400	-.605	.650	-.389	.650	-.394
				.450	-.543	.700	-.331	.700	-.378
				.500	-.511	.750	-.269	.750	-.363
				.550	-.468	.850	-.138	.850	-.193
				.600	-.408	.950	-.023	.950	-.033
				.650	-.361		.004	.990	.036
				.700	-.322				
				.800	-.206				
				.900	-.082				
				.950	-.028				
				.990	.022				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.177	.005	.810	.005	.848	.005	.826	.005	.884
.222	.109	.025	.742	.025	.769	.025	.753	.025	.699
.378	.007	.050	.508	.050	.526	.050	.507	.050	.417
.448	-.069	.100	.272	.100	.339	.100	.326	.100	.250
.527	-.123	.120	.232	.180	.172	.180	.150	.180	.150
.605	-.138	.180	.129	.400	-.043	.300	.043	.300	.013
.684	-.157	.250	.050	.500	-.094	.400	-.033	.400	-.059
.724	-.107	.300	-.006	.600	-.126	.500	-.094	.500	-.095
.763	-.067	.400	-.075	.650	-.063	.600	-.105	.600	-.088
.803	.017	.500	-.133	.700	.012	.650	-.042	.650	-.045
.842	.106	.600	.152	.750	.091	.700	.027	.700	.001
.921	.169	.650	-.091	.800	.168	.750	.120	.750	.099
.961	.163	.700	-.022	.900	.238	.800	.175	.800	.203
		.750	.070	.950	.230				
		.800	.131						
		.900	.217						
		.950	.215						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ - Continued

$\alpha = 8.93^\circ$; $C_L = 0.842$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.261	.223	-.877	0.000	-.503	0.000	-.192	0.000	.000
.747	-.269	.346	-.744	.003	-2.393	.010	-3.152	.010	-3.171
.763	-.386	.448	-.603	.010	-1.970	.030	-2.841	.030	-2.825
.778	-.345	.487	-.535	.020	-1.995	.050	-1.840	.050	-2.346
		.527	-.471	.025	-1.883	.100	-1.680	.100	-1.666
		.566	-.388	.030	-2.026	.180	-1.290	.180	-1.102
		.605	-.301	.050	-1.826	.300	-.886	.300	-.758
		.669	-.267	.100	-1.969	.350	-.791	.350	-.678
		.684	-.243	.120	-1.915	.400	-.649	.400	-.606
		.724	-.240	.180	-1.256	.450	-.576	.450	-.542
		.763	-.167	.250	-1.024	.500	-.529	.500	-.501
		.803	-.150	.300	-.856	.550	-.469	.550	-.458
		.882	-.210	.350	-.707	.600	-.410	.600	-.409
		.961	-.129	.400	-.615	.650	-.369	.650	-.367
				.450	-.560	.700	-.338	.700	-.315
				.500	-.498	.750	-.284	.990	-.037
				.550	-.451	.850	-.165		
				.600	-.397	.950	-.084		
				.650	-.350				
				.700	-.303				
				.800	-.219				
				.900	-.133				
				.950	-.064				
				.990	-.035				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.213	.005	.778	.005	.833	.005	.793	.005	.868
.222	.140	.025	.801	.025	.786	.025	.802	.025	.731
.338	.033	.050	.548	.050	.561	.050	.536	.050	.459
.448	-.047	.100	.318	.100	.369	.100	.370	.100	.277
.527	-.087	.120	.284	.180	.203	.180	.199	.180	.184
.605	-.112	.180	.169	.400	-.015	.300	.064	.300	.032
.684	-.142	.250	.082	.500	-.080	.400	-.019	.400	-.034
.724	-.104	.300	.033	.600	-.118	.500	-.081	.500	-.081
.763	-.054	.400	-.039	.650	-.074	.600	-.098	.600	-.076
.803	.070	.500	-.119	.700	.006	.650	-.046	.650	-.041
.842	.111	.600	-.137	.750	.073	.700	.022	.700	.001
.921	.165	.650	-.082	.800	.152	.750	.111	.750	.092
.961	.175	.700	-.020	.900	.204	.800	.169	.800	.205
		.750	.065	.950	.188				
		.800	.137						
		.900	.196						
		.950	.200						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(b) $M = 0.50$ - Concluded

$\alpha = 9.93^\circ$; $C_L = 0.877$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.245	.273	-.888	0.000	-.565	0.000	-.072	0.000	-.088	0.000	-.124								
.747	-.274	.346	-.743	.003	-2.158	.010	-1.958	.010	-3.133	.010	-2.990								
.763	-.399	.448	-.598	.010	-1.649	.030	-1.498	.030	-2.744	.030	-2.776								
.778	-.381	.487	-.565	.020	-1.609	.050	-.877	.050	-2.350	.050	-1.814								
		.527	-.490	.025	-1.592	.100	-1.309	.100	-1.588	.100	-1.387								
		.566	-.404	.030	-1.546	.180	-.950	.180	-1.043	.180	-.935								
		.605	-.319	.050	-1.582	.300	-.848	.300	-.764	.300	-.672								
		.669	-.285	.100	-1.597	.350	-.819	.350	-.691	.350	-.636								
		.684	-.269	.120	-1.656	.400	-.771	.400	-.630	.400	-.571								
		.724	-.240	.180	-1.430	.450	-.716	.450	-.567	.450	-.543								
		.763	-.199	.250	-.906	.500	-.675	.500	-.533	.500	-.511								
		.803	-.184	.300	-.905	.550	-.574	.550	-.486	.550	-.487								
		.882	-.267	.350	-.768	.600	-.635	.600	-.446	.600	-.465								
		.961	-.163	.400	-.721	.650	-.513	.650	-.401	.650	-.425								
				.450	-.701	.700	-.525	.700	-.363	.700	-.372								
				.500	-.637	.750	-.634	.750	-.104	.750	-.369								
				.550	-.546	.850	-.417	.850		.850	-.225								
				.600	-.534	.950	-.252	.950		.950	-.082								
				.650	-.522					.990	-.035								
				.700	-.437														
				.800	-.333														
				.900	-.441														
				.950	-.218														
				.990	-.268														
				:															

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(c) $M = 0.60$

$\alpha = -0.06^\circ$; $C_L = 0.041$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.354	.223	-.335	0.000	.976	0.000	.975	0.000	.980	0.000	.945
.747	-.373	.346	-.352	.003	.379	.010	-.420	.010	-.217	.010	-.034
.763	-.425	.448	-.331	.010	-.555	.030	-.514	.030	-.506	.030	-.464
.778	-.362	.487	-.313	.020	-.697	.050	-.481	.050	-.465	.050	-.484
		.527	-.279	.025	-.747	.100	-.444	.100	-.410	.100	-.354
		.566	-.228	.030	-.685	.180	-.433	.180	-.397	.180	-.307
		.605	-.175	.050	-.571	.300	-.391	.300	-.389	.300	-.309
		.669	-.171	.100	-.491	.350	-.375	.350	-.371	.350	-.272
		.684	-.189	.120	-.455	.400	-.376	.400	-.359	.400	-.295
		.724	-.205	.180	-.408	.450	-.380	.450	-.358	.450	-.304
		.763	-.166	.250	-.390	.500	-.370	.500	-.354	.500	-.298
		.803	-.141	.300	-.389	.550	-.364	.550	-.354	.550	-.305
		.882	-.256	.350	-.372	.600	-.356	.600	-.333	.600	-.297
		.961	-.193	.400	-.359	.650	-.336	.650	-.325	.650	-.274
				.450	-.365	.700	-.306	.700	-.296	.700	-.273
				.500	-.356	.750	-.263	.990	.048	.750	-.282
				.550	-.362	.850	-.125			.850	-.135
				.600	-.356	.950	.039			.950	.021
				.650	-.323					.990	.090
				.700	-.300						
				.800	-.206						
				.900	-.061						
				.950	.036						
				.990	.112						

WING UPPER SURFACE		WING LOWER SURFACE		WING LOWER SURFACE		WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.187	.005	.547	.005	.550	.005	.479	.005	.377
.222	-.237	.025	-.434	.025	-.302	.025	-.293	.025	-.261
.338	-.302	.050	-.399	.050	-.452	.050	-.465	.050	-.438
.448	-.345	.100	-.501	.100	-.434	.100	-.396	.100	-.338
.527	-.359	.120	-.449	.180	-.401	.180	-.388	.180	-.263
.605	-.340	.180	-.428	.400	-.392	.300	-.351	.300	-.301
.684	-.322	.250	-.406	.500	-.370	.400	-.353	.400	-.314
.724	-.253	.300	-.409	.600	-.313	.500	-.332	.500	-.304
.763	-.176	.400	-.407	.650	-.205	.600	-.271	.600	-.221
.803	-.069	.500	-.404	.700	-.086	.650	-.164	.650	-.148
.842	.025	.600	-.343	.750	.023	.700	-.057	.700	-.060
.921	.117	.650	-.229	.800	.116	.750	.061	.750	.061
.961	.132	.700	-.123	.900	.216	.800	.135	.800	.170
		.750	-.006	.950	.232				
		.800	.082						
		.900	.185						
		.950	.212						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 0.96^\circ$; $C_L = 0.148$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE						WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.345	.223	-.403	0.000	.930	0.000	.950	0.000	.981	0.000	.946
.747	-.367	.346	-.414	.003	.152	.010	-.738	.010	-.502	.010	-.280
.763	-.421	.448	-.372	.010	-.837	.030	-.769	.030	-.687	.030	-.651
.778	-.362	.487	-.345	.020	-1.104	.050	-.678	.050	-.594	.050	-.632
		.527	-.313	.025	-1.054	.100	-.578	.100	-.528	.100	-.431
		.566	-.252	.030	-.923	.180	-.541	.180	-.487	.180	-.386
		.605	-.195	.050	-.772	.300	-.461	.300	-.447	.300	-.360
		.669	-.186	.100	-.615	.350	-.434	.350	-.422	.350	-.325
		.684	-.207	.120	-.579	.400	-.427	.400	-.411	.400	-.328
		.724	-.222	.180	-.494	.450	-.412	.450	-.393	.450	-.329
		.763	-.180	.250	-.458	.500	-.403	.500	-.388	.500	-.323
		.803	-.147	.300	-.437	.550	-.397	.550	-.379	.550	-.331
		.882	-.252	.350	-.427	.600	-.384	.600	-.358	.600	-.322
		.961	-.183	.400	-.410	.650	-.361	.650	-.351	.650	-.302
				.450	-.395	.700	-.325	.700	-.310	.700	-.293
				.500	-.392	.750	-.272	.990	.062	.750	-.297
				.550	-.386	.850	-.129			.850	-.141
				.600	-.375	.950	.037			.950	.016
				.650	-.345					.990	.087
				.700	-.320						
				.800	-.219						
				.900	-.061						
				.950	.029						
				.990	.108						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.134	.005	.733	.005	.710	.005	.697	.005	.541	.005	.541
.222	-.176	.025	-.215	.025	-.098	.025	-.100	.025	-.069	.025	-.069
.338	-.256	.050	-.254	.050	-.243	.050	-.327	.050	-.298	.050	-.298
.448	-.295	.100	-.371	.100	-.292	.100	-.276	.100	-.252	.100	-.252
.527	-.325	.120	-.395	.180	-.322	.180	-.310	.180	-.216	.180	-.216
.605	-.315	.180	-.358	.400	-.340	.400	-.307	.300	-.251	.300	-.251
.684	-.298	.250	-.347	.500	-.331	.400	-.314	.400	-.279	.400	-.279
.724	-.238	.300	-.359	.600	-.289	.500	-.305	.500	-.272	.500	-.272
.763	-.159	.400	-.350	.650	-.192	.600	-.243	.600	-.204	.600	-.204
.803	-.059	.500	-.357	.700	-.070	.650	-.146	.650	-.137	.650	-.137
.842	.044	.600	-.316	.750	.031	.700	-.045	.700	-.051	.700	-.051
.921	.126	.650	-.218	.800	.127	.750	.067	.750	.066	.750	.066
.961	.143	.700	-.105	.900	.224	.800	.145	.800	.176	.800	.176
		.750	.008	.950	.241						
		.800	.089								
		.900	.197								
		.950	.218								

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 1.44^\circ$; $C_L = 0.198$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.342	.223	-.434	0.000	.900	0.000	.940	0.000	.968	0.000	.944	0.000	.944	0.000	.944				
.747	-.378	.346	-.431	.003	-.057	.010	-.887	.010	-.666	.010	-.422	.010	-.422	.010	-.422				
.763	-.420	.448	-.394	.010	-1.048	.030	-.852	.030	-.820	.030	-.729	.030	-.729	.030	-.729				
.778	-.361	.487	-.366	.020	-1.310	.050	-.745	.050	-.718	.050	-.693	.050	-.693	.050	-.693				
		.527	-.322	.025	-1.263	.100	-.647	.100	-.588	.100	-.487	.100	-.487	.100	-.487				
		.566	-.260	.030	-1.202	.180	-.580	.180	-.549	.180	-.427	.180	-.427	.180	-.427				
		.605	-.202	.050	-.869	.300	-.501	.300	-.477	.300	-.392	.300	-.392	.300	-.392				
		.669	-.194	.100	-.678	.350	-.460	.350	-.446	.350	-.343	.350	-.343	.350	-.343				
		.684	-.206	.120	-.628	.400	-.447	.400	-.424	.400	-.346	.400	-.346	.400	-.346				
		.724	-.216	.180	-.522	.450	-.439	.450	-.413	.450	-.352	.450	-.352	.450	-.352				
		.763	-.182	.250	-.487	.500	-.420	.500	-.403	.500	-.342	.500	-.342	.500	-.342				
		.803	-.144	.300	-.474	.550	-.413	.550	-.395	.550	-.352	.550	-.352	.550	-.352				
		.882	-.257	.350	-.447	.600	-.392	.600	-.370	.600	-.333	.600	-.333	.600	-.333				
		.961	-.184	.400	-.423	.650	-.362	.650	-.357	.650	-.308	.650	-.308	.650	-.308				
				.450	-.411	.700	-.327	.700	-.316	.700	-.298	.700	-.298	.700	-.298				
				.500	-.403	.750	-.278	.750	-.305	.750	-.305	.750	-.305	.750	-.305				
				.550	-.392	.850	-.131	.850	-.146	.850	-.146	.850	-.146	.850	-.146				
				.600	-.384	.950	.038	.950	.012	.950	.012	.950	.012	.950	.012				
				.650	-.352					.990	.087	.990	.087	.990	.087				
				.700	-.319														
				.800	-.217														
				.900	-.064														
				.950	.031														
				.990	.110														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.116	.005	.780	.005	.738	.005	.745	.005	.562	.005	.562	.005	.562				
		.222	-.169	.025	-.065	.025	-.008	.025	-.000	.025	.021	.025	.021	.025	.021				
		.338	-.235	.050	-.185	.050	-.201	.050	-.262	.050	-.249	.050	-.249	.050	-.249				
		.448	-.282	.100	-.325	.100	-.251	.100	-.230	.100	-.216	.100	-.216	.100	-.216				
		.527	-.312	.120	-.311	.180	-.272	.180	-.278	.180	-.178	.180	-.178	.180	-.178				
		.605	-.311	.180	-.297	.400	-.311	.300	-.254	.300	-.223	.300	-.223	.300	-.223				
		.684	-.296	.250	-.320	.500	-.322	.400	-.289	.400	-.256	.400	-.256	.400	-.256				
		.724	-.224	.300	-.332	.600	-.280	.500	-.289	.500	-.266	.500	-.266	.500	-.266				
		.763	-.159	.400	-.344	.650	-.178	.600	-.243	.600	-.198	.600	-.198	.600	-.198				
		.803	-.057	.500	-.351	.700	-.066	.650	-.143	.650	-.128	.650	-.128	.650	-.128				
		.842	.042	.600	-.308	.750	.037	.700	-.038	.700	-.048	.700	-.048	.700	-.048				
		.921	.129	.650	-.205	.800	.130	.750	.079	.750	.069	.750	.069	.750	.069				
		.961	.141	.700	-.106	.900	.228	.800	.147	.800	.180	.800	.180	.800	.180				
				.750	.011	.950	.244												
				.800	.094														
				.900	.199														
				.950	.220														

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 1.93^\circ$; $C_L = 0.251$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.349	.223	-.461	.000	.856	.000	.893	.000	.957	.000	.941
.747	-.367	.346	-.456	.003	-.189	.010	-1.082	.010	-.891	.010	-.559
.763	-.420	.448	-.411	.010	-1.254	.030	-1.059	.030	-.927	.030	-.856
.778	-.367	.487	-.377	.020	-1.615	.050	-.859	.050	-.807	.050	-.796
		.527	-.333	.025	-1.466	.100	-.700	.100	-.639	.100	-.540
		.566	-.272	.030	-1.255	.180	-.630	.180	-.553	.180	-.447
		.605	-.210	.050	-.931	.300	-.522	.300	-.497	.300	-.411
		.669	-.198	.100	-.737	.350	-.483	.350	-.460	.350	-.362
		.684	-.209	.120	-.687	.400	-.464	.400	-.447	.400	-.359
		.724	-.227	.180	-.564	.450	-.453	.450	-.427	.450	-.363
		.763	-.175	.250	-.522	.500	-.442	.500	-.413	.500	-.359
		.803	-.153	.300	-.495	.550	-.417	.550	-.406	.550	-.355
		.882	-.255	.350	-.464	.600	-.403	.600	-.378	.600	-.342
		.961	-.176	.400	-.438	.650	-.372	.650	-.361	.650	-.314
				.450	-.440	.700	-.333	.700	-.328	.700	-.306
				.500	-.421	.750	-.279	.990	.074	.750	-.308
				.550	-.407	.850	-.132			.850	-.148
				.600	-.395	.950	.039			.950	.015
				.650	-.353					.990	.089
				.700	-.330						
				.800	-.218						
				.900	-.059						
				.950	.031						
				.990	.110						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.080	.005	.825	.005	.837	.005	.811	.005	.681
		.222	-.145	.025	.027	.025	.074	.025	.112	.025	.090
		.338	-.223	.050	-.116	.050	-.111	.050	-.196	.050	-.165
		.448	-.265	.100	-.261	.100	-.188	.100	-.172	.100	-.170
		.527	-.294	.120	-.264	.180	-.239	.180	-.247	.180	-.143
		.605	-.294	.180	-.283	.400	-.285	.300	-.252	.300	-.215
		.684	-.284	.250	-.284	.500	-.300	.400	-.268	.400	-.233
		.724	-.216	.300	-.302	.600	-.273	.500	-.274	.500	-.248
		.763	-.148	.400	-.318	.650	-.173	.600	-.229	.600	-.191
		.803	-.049	.500	-.328	.700	-.058	.650	-.134	.650	-.124
		.842	.048	.600	-.291	.750	.043	.700	-.033	.700	-.046
		.921	.131	.650	-.209	.800	.134	.750	.073	.750	.071
		.961	.146	.700	-.095	.900	.232	.800	.155	.800	.182
				.750	.024	.950	.248				
				.800	.096						
				.900	.208						
				.950	.227						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 2.45^\circ$; $C_L = 0.304$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.345	.223	-.503	0.007	.796	0.000	.832	0.000	.925	0.000	.908	.010	-1.092	.010	-.666				
.747	-.362	.346	-.494	.003	-.357	.010	-1.335	.030	-1.270	.030	-1.168	.030	-1.168	.030	-.997				
.763	-.422	.448	-.426	.013	-1.468	.050	-.979	.050	-.929	.050	-.892	.050	-.929	.050	-.892				
.778	-.360	.487	-.395	.020	-1.896	.100	-.753	.100	-.705	.100	-.561	.100	-.705	.100	-.561				
		.527	-.348	.025	-1.687	.180	-.690	.180	-.613	.180	-.487	.180	-.613	.180	-.487				
		.566	-.282	.030	-1.548	.300	-.549	.300	-.525	.300	-.433	.300	-.525	.300	-.433				
		.605	-.216	.050	-.965	.350	-.510	.350	-.497	.350	-.383	.350	-.497	.350	-.383				
		.669	-.205	.100	-.822	.400	-.488	.400	-.476	.400	-.382	.400	-.476	.400	-.382				
		.684	-.215	.120	-.757	.450	-.470	.450	-.443	.450	-.376	.450	-.443	.450	-.376				
		.724	-.222	.180	-.608	.500	-.449	.500	-.431	.500	-.365	.500	-.431	.500	-.365				
		.763	-.186	.250	-.553	.550	-.432	.550	-.417	.550	-.367	.550	-.417	.550	-.367				
		.803	-.155	.300	-.519	.600	-.412	.600	-.390	.600	-.352	.600	-.390	.600	-.352				
		.882	-.256	.350	-.491	.650	-.379	.650	-.368	.650	-.325	.650	-.368	.650	-.325				
		.961	-.176	.400	-.454	.700	-.341	.700	-.332	.700	-.316	.700	-.332	.700	-.316				
				.450	-.450	.750	-.288	.750	-.288	.750	-.316	.750	-.288	.750	-.316				
				.500	-.434	.850	-.136	.850	-.136	.850	-.152	.850	-.136	.850	-.152				
				.550	-.420	.950	.037	.950	.037	.950	.011	.950	.037	.950	.011				
				.600	-.403					.990	.086	.990		.990	.086				
				.650	-.364														
				.700	-.336														
				.800	-.223														
				.900	-.064														
				.950	.032														
				.990	.106														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.057	.005	.887	.005	.883	.005	.864	.005	.757	.005	.864	.005	.757				
		.222	-.105	.025	.128	.025	.176	.025	.195	.025	.160	.025	.195	.025	.160				
		.338	-.197	.050	-.032	.050	-.028	.050	-.092	.050	-.100	.050	-.092	.050	-.100				
		.448	-.243	.100	-.191	.100	-.130	.100	-.109	.100	-.135	.100	-.109	.100	-.135				
		.527	-.274	.120	-.206	.180	-.209	.180	-.197	.180	-.134	.180	-.197	.180	-.134				
		.605	-.268	.180	-.226	.400	-.268	.300	-.216	.300	-.187	.300	-.216	.300	-.187				
		.684	-.274	.250	-.248	.500	-.279	.400	-.250	.400	-.220	.400	-.250	.400	-.220				
		.724	-.203	.300	-.262	.600	-.259	.500	-.247	.500	-.236	.500	-.247	.500	-.236				
		.763	-.132	.400	-.297	.650	-.157	.600	-.218	.600	-.180	.600	-.218	.600	-.180				
		.803	-.033	.500	-.302	.700	-.052	.650	-.121	.650	-.112	.650	-.121	.650	-.112				
		.842	.062	.600	-.269	.750	.053	.700	-.023	.700	-.039	.700	-.023	.700	-.039				
		.921	.141	.650	-.188	.800	.144	.750	.083	.750	.078	.750	.083	.750	.078				
		.961	.149	.700	-.085	.900	.238	.800	.159	.800	.187	.800	.159	.800	.187				
				.750	.034	.950	.252												
				.800	.112														
				.900	.213														
				.950	.233														

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 2.82^\circ$; $C_L = 0.353$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.335	.223	-.529	0.000	.700	0.000	.793	0.000	.894	0.000	.886
.747	-.356	.346	-.517	.003	-.509	.010	-1.549	.010	-1.270	.010	-.831
.763	-.426	.448	-.436	.010	-1.625	.030	-1.467	.030	-1.301	.030	-1.146
.778	-.361	.487	-.409	.020	-2.023	.050	-1.020	.050	-.951	.050	-.983
		.527	-.361	.025	-1.840	.100	-.842	.100	-.769	.100	-.615
		.566	-.293	.030	-1.822	.180	-.729	.180	-.662	.180	-.515
		.605	-.224	.050	-1.028	.300	-.573	.300	-.557	.300	-.452
		.669	-.210	.100	-.852	.350	-.534	.350	-.510	.350	-.403
		.684	-.217	.120	-.792	.400	-.506	.400	-.480	.400	-.395
		.724	-.231	.180	-.644	.450	-.486	.450	-.457	.450	-.391
		.763	-.181	.250	-.581	.500	-.468	.500	-.442	.500	-.385
		.803	-.150	.300	-.557	.550	-.450	.550	-.435	.550	-.386
		.882	-.249	.350	-.512	.600	-.428	.600	-.403	.600	-.366
		.961	-.172	.400	-.473	.650	-.390	.650	-.378	.650	-.340
				.450	-.458	.700	-.344	.700	-.338	.700	-.321
				.500	-.443	.750	-.288	.990	.072	.750	-.319
				.550	-.427	.850	-.134			.850	-.156
				.600	-.409	.950	.036			.950	.011
				.650	-.370					.990	.080
				.700	-.338						
				.800	-.218						
				.900	-.060						
				.950	.034						
				.990	.103						

X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.028	.005	.921	.005	.905	.005	.897	.005	.794	.005	.794
.222	-.105	.025	.214	.025	.253	.025	.279	.025	.230	.025	.230
.338	-.180	.050	.011	.050	.034	.050	-.043	.050	-.026	.050	-.026
.448	-.224	.100	-.174	.100	-.096	.100	-.070	.100	-.081	.100	-.081
.527	-.265	.120	-.167	.180	-.159	.180	-.159	.180	-.102	.180	-.102
.605	-.262	.180	-.194	.400	-.249	.300	-.196	.300	-.172	.300	-.172
.684	-.264	.250	-.222	.500	-.259	.400	-.232	.400	-.210	.400	-.210
.724	-.196	.300	-.248	.600	-.248	.500	-.240	.500	-.220	.500	-.220
.763	-.131	.400	-.274	.650	-.149	.600	-.210	.600	-.174	.600	-.174
.803	-.034	.500	-.295	.700	-.044	.650	-.118	.650	-.108	.650	-.108
.842	.060	.600	-.270	.750	.054	.700	-.023	.700	-.039	.700	-.039
.921	.145	.650	-.175	.800	.147	.750	.089	.750	.077	.750	.077
.961	.155	.700	-.078	.900	.237	.800	.161	.800	.190	.800	.190
		.750	.033	.950	.251						
		.800	.106								
		.900	.212								
		.950	.229								

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 3.95^\circ$; $C_L = 0.455$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.317	.223	-.602	0.000	.609	0.000	.712	0.000	.804	0.000	.802	0.000	.802	0.000	.802				
.747	-.329	.346	-.572	.003	-.801	.010	-1.956	.010	-1.610	.010	-1.193	.010	-1.193	.010	-1.193				
.763	-.424	.448	-.482	.010	-1.995	.030	-1.999	.030	-1.899	.030	-1.465	.030	-1.465	.030	-1.465				
.778	-.361	.487	-.442	.020	-2.367	.050	-1.391	.050	-1.357	.050	-1.118	.050	-1.118	.050	-1.118				
		.527	-.384	.075	-2.281	.100	-.960	.100	-.881	.100	-.714	.100	-.714	.100	-.714				
		.566	-.312	.030	-2.235	.180	-.801	.180	-.736	.180	-.579	.180	-.579	.180	-.579				
		.605	-.240	.050	-1.703	.300	-.632	.300	-.605	.300	-.497	.300	-.497	.300	-.497				
		.669	-.217	.100	-.964	.350	-.583	.350	-.562	.350	-.446	.350	-.446	.350	-.446				
		.684	-.225	.120	-.866	.400	-.548	.400	-.522	.400	-.437	.400	-.437	.400	-.437				
		.724	-.232	.180	-.718	.450	-.524	.450	-.493	.450	-.428	.450	-.428	.450	-.428				
		.763	-.193	.250	-.635	.500	-.494	.500	-.467	.500	-.414	.500	-.414	.500	-.414				
		.803	-.156	.300	-.595	.550	-.462	.550	-.448	.550	-.403	.550	-.403	.550	-.403				
		.882	-.248	.350	-.555	.600	-.440	.600	-.414	.600	-.389	.600	-.389	.600	-.389				
		.961	-.164	.400	-.516	.650	-.396	.650	-.391	.650	-.353	.650	-.353	.650	-.353				
				.450	-.490	.700	-.350	.700	-.340	.700	-.338	.700	-.338	.700	-.338				
				.500	-.475	.750	-.290	.750	-.290	.750	-.335	.750	-.335	.750	-.335				
				.550	-.448	.850	-.131	.850	-.131	.850	-.167	.850	-.167	.850	-.167				
				.600	-.419	.950	.038	.950	.038	.950	.003	.950	.003	.950	.003				
				.650	-.376					.990	.067	.990	.067	.990	.067				
				.700	-.343														
				.800	-.221														
				.900	-.058														
				.950	.031														
				.990	.094														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.022	.005	.954	.005	.940	.025	.953	.005	.864	.005	.864	.005	.864				
		.222	-.049	.025	.369	.025	.405	.025	.418	.025	.380	.025	.380	.025	.380				
		.338	-.143	.050	.149	.050	.170	.050	.121	.050	.076	.050	.076	.050	.076				
		.448	-.202	.100	-.064	.100	.017	.100	.028	.100	-.022	.100	-.022	.100	-.022				
		.527	-.231	.120	-.065	.180	-.085	.180	-.091	.180	-.048	.180	-.048	.180	-.048				
		.605	-.228	.180	-.113	.400	-.201	.300	-.140	.300	-.137	.300	-.137	.300	-.137				
		.684	-.245	.250	-.165	.500	-.222	.400	-.193	.400	-.174	.400	-.174	.400	-.174				
		.724	-.184	.300	-.193	.600	-.221	.500	-.210	.500	-.194	.500	-.194	.500	-.194				
		.763	-.117	.400	-.238	.650	-.137	.600	-.190	.600	-.154	.600	-.154	.600	-.154				
		.803	-.024	.500	-.260	.700	-.034	.650	-.103	.650	-.095	.650	-.095	.650	-.095				
		.842	.072	.600	-.253	.750	.066	.700	-.017	.700	-.030	.700	-.030	.700	-.030				
		.921	.152	.650	-.161	.800	.157	.750	.098	.750	.087	.750	.087	.750	.087				
		.961	.160	.700	-.065	.900	.245	.800	.167	.800	.199	.800	.199	.800	.199				
				.750	.042	.950	.253												
				.800	.119														
				.900	.220														
				.950	.233														

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 4.94^\circ$; $C_L = 0.554$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.331	.223	-.685	0.000	.433	0.000	.589	0.000	.702
.747	-.349	.346	-.622	.003	-1.371	.010	-2.209	.010	-1.883
.763	-.415	.448	-.514	.010	-2.228	.030	-2.238	.030	-2.123
.778	-.360	.487	-.465	.020	-2.273	.050	-2.213	.050	-1.888
		.527	-.404	.025	-2.125	.100	-1.081	.100	-1.084
		.566	-.328	.030	-2.190	.180	-.859	.180	-.800
		.605	-.249	.050	-2.306	.300	-.672	.300	-.652
		.669	-.225	.100	-1.494	.350	-.613	.350	-.592
		.684	-.233	.120	-1.149	.400	-.576	.400	-.546
		.724	-.237	.180	-.766	.450	-.543	.450	-.513
		.763	-.192	.250	-.662	.500	-.510	.500	-.490
		.803	-.164	.300	-.621	.550	-.477	.550	-.465
		.882	-.247	.350	-.572	.600	-.445	.600	-.422
		.961	-.158	.400	-.535	.650	-.397	.650	-.392
				.450	-.505	.700	-.347	.700	-.344
				.500	-.474	.750	-.287	.990	.058
				.550	-.453	.850	-.130		
				.600	-.428	.950	.027		
				.650	-.378				
				.700	-.335				
				.800	-.217				
				.900	-.061				
				.950	.017				
				.990	.085				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.059	.005	.959	.005	.967	.005	.965	.005	.906
.222	-.009	.025	.485	.025	.530	.025	.539	.025	.478
.338	-.101	.050	.241	.050	.262	.050	.201	.050	.178
.448	-.168	.100	.017	.100	.103	.100	.103	.100	.057
.527	-.206	.120	.019	.180	-.024	.180	-.017	.180	.003
.605	-.215	.180	-.060	.400	-.166	.300	-.100	.300	-.096
.684	-.223	.250	-.103	.500	-.199	.400	-.153	.400	-.148
.724	-.166	.300	-.142	.600	-.200	.500	-.180	.500	-.173
.763	-.111	.400	-.197	.650	-.114	.600	-.166	.600	-.138
.803	-.010	.500	-.240	.700	-.022	.650	-.090	.650	-.082
.842	.085	.600	-.229	.750	.073	.700	-.003	.700	-.021
.921	.156	.650	-.150	.800	.163	.750	.103	.750	.093
.961	.161	.700	-.054	.900	.246	.800	.173	.800	.201
		.750	.055	.950	.257				
		.800	.127						
		.900	.221						
		.950	.232						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(c) $M = 0.60$ - Continued

$\alpha = 5.95^\circ$; $C_L = 0.645$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.298	.223	-.746	0.000	.336	0.000	.465	0.000	.581
.747	-.341	.346	-.673	.003	-1.273	.010	-2.358	.010	-1.663
.763	-.404	.448	-.551	.010	-2.010	.030	-2.422	.030	-2.049
.778	-.353	.487	-.489	.020	-1.862	.050	-2.366	.050	-1.900
		.527	-.428	.025	-1.932	.100	-1.613	.100	-.904
		.566	-.341	.030	-1.898	.180	-.956	.180	-.715
		.605	-.259	.050	-1.857	.300	-.706	.300	-.586
		.669	-.236	.100	-1.775	.350	-.636	.350	-.512
		.684	-.236	.120	-1.629	.400	-.593	.400	-.502
		.724	-.238	.180	-1.151	.450	-.549	.450	-.476
		.763	-.192	.250	-.815	.500	-.515	.500	-.455
		.803	-.166	.300	-.645	.550	-.470	.550	-.441
		.882	-.237	.350	-.586	.600	-.440	.600	-.419
		.961	-.149	.400	-.547	.650	-.393	.650	-.389
				.450	-.517	.700	-.342	.700	-.365
				.500	-.478	.750	-.276	.750	-.352
				.550	-.441	.850	-.129	.850	-.180
				.600	-.420	.950	.013	.950	-.013
				.650	-.376			.990	.057
				.700	-.331				
				.800	-.213				
				.900	-.076				
				.950	-.004				
				.990	.055				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.098	.005	.960	.005	.968	.005	.962	.005	.929
.222	.038	.025	.572	.025	.593	.025	.604	.025	.553
.338	-.069	.050	.329	.050	.358	.050	.308	.050	.256
.448	-.146	.100	.116	.100	.173	.100	.186	.100	.115
.527	-.186	.120	.088	.180	.045	.180	.039	.180	.049
.605	-.190	.180	-.005	.400	-.138	.300	-.056	.300	-.068
.684	-.201	.250	-.055	.500	-.169	.400	-.120	.400	-.126
.724	-.151	.300	-.101	.600	-.178	.500	-.158	.500	-.148
.763	-.100	.400	-.162	.650	-.102	.600	-.156	.600	-.123
.803	.000	.500	-.210	.700	-.013	.650	-.078	.650	-.070
.842	.089	.600	-.203	.750	.081	.700	.007	.700	-.013
.921	.158	.650	-.132	.800	.164	.750	.112	.750	.099
.961	.159	.700	-.043	.900	.245	.800	.181	.800	.201
		.750	.061	.950	.250				
		.800	.129						
		.900	.228						
		.950	.230						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(c) $M = 0.60$ - Concluded

$\alpha = 7.89^\circ$; $C_L = 0.767$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.301	.223	-.857	0.000	-.377	0.000	-.427	0.000	-.402
.747	-.318	.346	-.752	.003	-1.654	.010	-2.427	.010	-1.967
.763	-.411	.448	-.606	.010	-1.507	.030	-2.281	.030	-1.810
.778	-.363	.487	-.542	.020	-1.495	.050	-2.179	.050	-1.656
		.527	-.474	.025	-1.489	.100	-1.929	.100	-1.465
		.566	-.380	.030	-1.527	.180	-1.348	.180	-1.041
		.605	-.297	.050	-1.624	.300	-.842	.300	-.655
		.669	-.254	.100	-1.723	.350	-.747	.350	-.581
		.684	-.251	.120	-1.699	.400	-.643	.400	-.550
		.724	-.250	.180	-1.474	.450	-.603	.450	-.518
		.763	-.200	.250	-1.186	.500	-.515	.500	-.482
		.803	-.171	.300	-.925	.550	-.439	.550	-.454
		.882	-.233	.350	-.775	.600	-.400	.600	-.422
		.961	-.144	.400	-.644	.650	-.341	.650	-.382
				.450	-.589	.700	-.292	.700	-.359
				.500	-.507	.750	-.247	.750	-.341
				.550	-.441	.850	-.153	.850	-.180
				.600	-.384	.950	-.074	.950	-.043
				.650	-.346			.990	-.005
				.700	-.305				
				.800	-.207				
				.900	-.106				
				.950	-.055				
				.990	-.022				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.181	.005	.917	.005	.938	.005	.927	.005	.912
.222	.100	.025	.721	.025	.710	.025	.721	.025	.643
.338	.001	.050	.470	.050	.472	.050	.458	.050	.368
.448	-.065	.100	.210	.100	.290	.100	.279	.100	.204
.527	-.127	.120	.193	.180	.139	.180	.122	.180	.111
.605	-.157	.180	.091	.200	-.069	.300	-.002	.300	-.010
.684	-.190	.250	.021	.500	-.139	.400	-.072	.400	-.030
.724	-.136	.300	-.030	.600	-.176	.500	-.134	.500	-.125
.763	-.085	.400	-.104	.650	-.114	.600	-.145	.600	-.120
.803	.008	.500	-.168	.700	-.020	.650	-.071	.650	-.074
.842	.104	.600	-.180	.750	.068	.700	.061	.700	-.019
.921	.171	.650	-.115	.800	.144	.750	.099	.750	.093
.961	.170	.700	-.039	.900	.206	.800	.164	.800	.197
		.750	.057	.950	.209				
		.800	.126						
		.900	.195						
		.950	.191						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(G) $M = 0.70$

$\alpha = -0.04^\circ$; $C_L = 0.038$

STATION .149		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.388	.223	-.355	.000	1.001	.000	1.009	.000	.997
.747	-.405	.346	-.385	.003	.383	.010	-.334	.010	-.169
.763	-.445	.448	-.348	.010	-.401	.030	-.578	.030	-.473
.778	-.361	.467	-.329	.020	-.714	.050	-.516	.050	-.478
		.527	-.283	.025	-.717	.100	-.495	.100	-.432
		.566	-.217	.030	-.721	.180	-.483	.180	-.423
		.605	-.154	.050	-.604	.300	-.440	.300	-.434
		.669	-.155	.100	-.504	.350	-.427	.350	-.402
		.684	-.193	.120	-.508	.400	-.422	.400	-.400
		.724	-.238	.180	-.435	.450	-.411	.450	-.398
		.763	-.193	.250	-.418	.500	-.411	.500	-.386
		.803	-.159	.300	-.416	.550	-.404	.550	-.390
		.882	-.289	.350	-.394	.600	-.393	.600	-.370
		.901	-.196	.400	-.390	.650	-.366	.650	-.359
				.450	-.380	.700	-.326	.700	-.317
				.500	-.378	.750	-.273	.750	-.299
				.550	-.391	.850	-.119	.850	-.132
				.600	-.384	.950	.059	.950	.037
				.650	-.353			.990	.108
				.700	-.332				
				.800	-.221				
				.900	-.052				
				.950	.047				
				.990	.125				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.173	.005	.605	.005	.579	.005	.495	.005	.368
.222	-.243	.025	-.363	.025	-.309	.025	-.289	.025	-.262
.338	-.317	.050	-.492	.050	-.455	.050	-.563	.050	-.463
.448	-.374	.100	-.550	.100	-.483	.100	-.469	.100	-.399
.527	-.400	.120	-.533	.180	-.449	.180	-.464	.180	-.298
.605	-.378	.180	-.484	.400	-.436	.300	-.407	.300	-.337
.684	-.358	.250	-.470	.500	-.406	.400	-.404	.400	-.344
.724	-.267	.300	-.477	.600	-.344	.500	-.381	.500	-.328
.763	-.183	.400	-.464	.650	-.208	.600	-.293	.600	-.241
.803	-.068	.500	-.439	.700	-.077	.650	-.163	.650	-.153
.842	.036	.600	-.369	.750	.037	.700	-.050	.700	-.055
.881	.125	.650	-.245	.800	.127	.750	.072	.750	.074
.961	.140	.700	-.124	.900	.226	.800	.147	.800	.178
		.750	.004	.950	.247				
		.800	.088						
		.900	.200						
		.950	.224						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(d) M = 0.70 - Continued

$\alpha = 1.02^\circ$; $C_L = 0.155$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.417	.223	-.413	0.000	.971	0.000	.987	0.000	.968
.747	-.402	.346	-.447	.003	.229	.010	-.649	.010	-.211
.763	-.452	.448	-.395	.010	-.810	.030	-.828	.030	-.689
.778	-.355	.487	-.360	.020	-1.086	.050	-.744	.050	-.712
		.527	-.310	.025	-1.200	.100	-.643	.100	-.486
		.566	-.240	.030	-1.174	.180	-.590	.180	-.420
		.605	-.173	.050	-.914	.300	-.513	.300	-.397
		.669	-.166	.100	-.683	.350	-.477	.350	-.356
		.684	-.208	.120	-.646	.400	-.464	.400	-.360
		.724	-.255	.180	-.514	.450	-.453	.450	-.362
		.763	-.204	.250	-.495	.500	-.448	.500	-.357
		.803	-.175	.300	-.472	.550	-.431	.550	-.363
		.882	-.289	.350	-.447	.600	-.417	.600	-.350
		.961	-.190	.400	-.425	.650	-.389	.650	-.329
				.450	-.421	.700	-.339	.700	-.316
				.500	-.417	.750	-.284	.750	-.319
				.550	-.410	.850	-.122	.850	-.139
				.600	-.410	.950	.059	.950	.034
				.650	-.369			.990	.107
				.700	-.341				
				.800	-.223				
				.900	-.052				
				.950	.045				
				.990	.124				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.128	.005	.753	.005	.712	.005	.691	.005	.505
.222	-.181	.025	-.185	.025	-.089	.025	-.103	.025	-.076
.338	-.272	.050	-.241	.050	-.264	.050	-.347	.050	-.346
.448	-.330	.100	-.419	.100	-.340	.100	-.315	.100	-.291
.527	-.362	.120	-.387	.180	-.354	.180	-.367	.180	-.242
.605	-.347	.180	-.379	.400	-.384	.300	-.335	.300	-.280
.684	-.336	.250	-.334	.500	-.371	.400	-.348	.400	-.307
.724	-.257	.300	-.393	.600	-.319	.500	-.339	.500	-.301
.763	-.167	.400	-.405	.650	-.200	.600	-.273	.600	-.222
.803	-.055	.500	-.415	.700	-.068	.650	-.153	.650	-.144
.842	.048	.600	-.344	.750	.045	.700	-.040	.700	-.046
.921	.134	.650	-.229	.800	.141	.750	.079	.750	.081
.961	.148	.700	-.109	.900	.232	.800	.157	.800	.190
		.750	.015	.950	.251				
		.800	.132						
		.900	.207						
		.950	.236						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(d) $M = 0.70$ - Continued

$\alpha = 1.44^\circ$; $C_L = 0.203$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.429	.223	-.448	.000	.941	0.000	.996	0.000	.969
.747	-.392	.346	-.481	.003	.095	.010	-.792	.010	-.325
.763	-.447	.448	-.403	.010	-.832	.030	-.958	.030	-.760
.778	-.359	.487	-.366	.020	-1.316	.050	-.846	.050	-.793
		.527	-.321	.025	-1.412	.100	-.705	.100	-.527
		.566	-.244	.030	-1.443	.180	-.660	.180	-.464
		.605	-.186	.050	-1.155	.300	-.527	.300	-.411
		.669	-.176	.100	-.734	.350	-.498	.350	-.374
		.684	-.211	.120	-.708	.400	-.490	.400	-.380
		.724	-.252	.180	-.574	.450	-.476	.450	-.374
		.763	-.211	.250	-.524	.500	-.461	.500	-.370
		.803	-.175	.300	-.492	.550	-.444	.550	-.371
		.882	-.287	.350	-.473	.600	-.427	.600	-.362
		.961	-.188	.400	-.445	.650	-.393	.650	-.333
				.450	-.436	.700	-.346	.700	-.321
				.500	-.432	.750	-.286	.750	-.318
				.550	-.426	.850	-.120	.850	-.142
				.600	-.413	.950	.058	.950	.034
				.650	-.374			.990	.103
				.700	-.348				
				.800	-.221				
				.900	-.046				
				.950	.049				
				.990	.122				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.105	.005	.791	.005	.765	.005	.752	.005	.617
.222	-.156	.025	-.060	.025	-.009	.025	.009	.025	.008
.338	-.249	.050	-.214	.050	-.229	.050	-.290	.050	-.312
.448	-.300	.100	-.324	.100	-.291	.100	-.257	.100	-.262
.527	-.344	.120	-.329	.180	-.319	.180	-.312	.180	-.212
.605	-.335	.180	-.325	.400	-.365	.300	-.306	.300	-.253
.684	-.318	.250	-.356	.500	-.353	.400	-.338	.400	-.294
.724	-.242	.300	-.368	.600	-.307	.500	-.327	.500	-.285
.763	-.163	.400	-.382	.650	-.193	.600	-.265	.600	-.209
.803	-.052	.500	-.391	.700	-.063	.650	-.148	.650	-.118
.842	.054	.600	-.336	.750	.044	.700	-.034	.700	-.043
.921	.142	.650	-.224	.800	.144	.750	.081	.750	.084
.961	.150	.700	-.094	.900	.241	.800	.166	.800	.193
		.750	.029	.950	.258				
		.800	.106						
		.900	.222						
		.950	.237						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(d) $M = 0.70$ - Continued

$\alpha = 1.95^\circ$; $C_L = 0.257$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.412	.223	-.486	0.000	.909	0.000	.954	0.000	.986	0.000	.957
.747	-.397	.346	-.502	.003	.027	.010	-.958	.010	-.655	.010	-.469
.763	-.452	.448	-.428	.010	-.971	.030	-1.532	.030	-1.206	.030	-.996
.778	-.356	.487	-.386	.020	-1.390	.050	-1.026	.050	-.949	.050	-.939
		.527	-.331	.025	-1.550	.100	-.779	.100	-.703	.100	-.586
		.566	-.257	.030	-1.562	.180	-.717	.180	-.628	.180	-.498
		.605	-.188	.050	-1.402	.300	-.566	.300	-.558	.300	-.443
		.669	-.180	.100	-.749	.350	-.519	.350	-.511	.350	-.388
		.684	-.213	.120	-.728	.400	-.505	.400	-.488	.400	-.390
		.724	-.257	.180	-.602	.450	-.485	.450	-.465	.450	-.385
		.763	-.212	.250	-.555	.500	-.475	.500	-.446	.500	-.383
		.803	-.179	.300	-.514	.550	-.454	.550	-.433	.550	-.385
		.882	-.287	.350	-.493	.600	-.433	.600	-.410	.600	-.369
		.961	-.183	.400	-.468	.650	-.400	.650	-.391	.650	-.343
				.450	-.453	.700	-.350	.700	-.341	.700	-.328
				.500	-.440	.750	-.291	.990	.089	.750	-.327
				.550	-.430	.850	-.121			.850	-.146
				.600	-.423	.950	.057			.950	.030
				.650	-.381					.990	.101
				.700	-.350						
				.800	-.225						
				.900	-.047						
				.950	.049						
				.990	.120						
		WING LOWER SURFACE									
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.076	.005	.853	.005	.12	.005	.823	.005	.678
		.222	-.131	.025	.003	.025	.092	.025	.075	.025	.111
		.338	-.233	.050	-.137	.050	-.112	.050	-.173	.050	-.191
		.448	-.294	.100	-.291	.100	-.215	.100	-.208	.100	-.203
		.527	-.327	.120	-.281	.180	-.270	.180	-.282	.180	-.174
		.605	-.319	.180	-.309	.400	-.334	.300	-.279	.300	-.234
		.684	-.313	.250	-.318	.500	-.339	.400	-.305	.400	-.270
		.724	-.228	.300	-.339	.600	-.297	.500	-.312	.500	-.279
		.763	-.156	.400	-.357	.650	-.176	.600	-.251	.600	-.202
		.803	-.049	.500	-.379	.700	-.058	.650	-.144	.650	-.127
		.842	.057	.600	-.323	.750	.052	.700	-.030	.700	-.043
		.921	.142	.650	-.217	.800	.148	.750	.086	.750	.084
		.961	.151	.700	-.106	.900	.244	.800	.162	.800	.195
				.750	.025	.950	.258				
				.800	.111						
				.900	.213						
				.950	.239						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(d) $M = 0.70$ - Continued

$\alpha = 2.47^\circ$; $C_L = 0.315$

		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913	
FUSELAGE				WING UPPER SURFACE			
X/L	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.404	.223	-.526	0.000	.919	0.000	.943
.747	-.407	.346	-.534	.003	-.107	.010	-.586
.763	-.454	.448	-.455	.010	-1.109	.030	-1.204
.778	-.358	.487	-.412	.020	-1.513	.050	-1.086
		.527	-.352	.025	-1.688	.100	-.617
		.566	-.271	.030	-1.714	.180	-.513
		.605	-.193	.050	-1.678	.300	-.465
		.669	-.189	.100	-.740	.350	-.423
		.684	-.221	.120	-.717	.400	-.419
		.724	-.260	.180	-.629	.450	-.409
		.763	-.208	.250	-.584	.500	-.398
		.803	-.174	.300	-.546	.550	-.398
		.882	-.281	.350	-.509	.600	-.382
		.961	-.174	.400	-.480	.650	-.350
				.450	-.466	.700	-.333
				.500	-.455	.750	-.332
				.550	-.446	.850	-.141
				.600	-.432	.950	.031
				.650	-.386	.990	.102
				.700	-.356		
				.800	-.221		
				.900	-.045		
				.950	.049		
				.990	.118		
		X/C	CP	X/C	CP	X/C	CP
		.148	-.043	.005	.889	.005	.861
		.222	-.112	.025	.118	.025	.190
		.338	-.196	.050	-.054	.050	-.099
		.448	-.268	.100	-.225	.100	-.139
		.527	-.306	.120	-.214	.180	-.220
		.605	-.298	.180	-.259	.300	-.252
		.684	-.295	.250	-.279	.400	-.290
		.724	-.222	.300	-.304	.500	-.297
		.763	-.149	.400	-.331	.600	-.241
		.803	-.034	.500	-.354	.650	-.132
		.842	.065	.600	-.310	.700	-.026
		.921	.147	.650	-.199	.750	.094
		.961	.162	.700	-.085	.800	.172
				.750	.032		
				.800	.120		
				.900	.219		
				.950	.246		
		X/C	CP	X/C	CP	X/C	CP
		.148	-.043	.005	.872	.005	.861
		.222	-.112	.025	.218	.025	.190
		.338	-.196	.050	-.059	.050	-.099
		.448	-.268	.100	-.165	.100	-.139
		.527	-.306	.180	-.218	.180	-.220
		.605	-.298	.400	-.305	.300	-.252
		.684	-.295	.500	-.314	.400	-.290
		.724	-.222	.600	-.285	.500	-.297
		.763	-.149	.650	-.172	.600	-.241
		.803	-.034	.700	-.052	.650	-.132
		.842	.065	.750	.058	.700	-.026
		.921	.147	.800	.153	.750	.094
		.961	.162	.900	.247	.800	.172
				.950	.265		

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(d) $M = 0.70$ - Continued

$\alpha = 2.94^\circ$; $C_L = 0.867$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.395	.223	-.581	0.000	.837	0.000	.952	0.000	.923
.747	-.393	.346	-.578	.003	-.205	.010	-.901	.010	-.617
.763	-.445	.448	-.478	.010	-1.209	.030	-1.549	.030	-1.455
.778	-.357	.487	-.424	.020	-1.567	.050	-1.569	.050	-1.361
		.527	-.359	.025	-1.735	.100	-.952	.100	-.629
		.566	-.279	.030	-1.832	.180	-.690	.180	-.550
		.605	-.203	.050	-1.829	.300	-.601	.300	-.496
		.669	-.191	.100	-1.184	.350	-.552	.350	-.435
		.684	-.225	.120	-.736	.400	-.516	.400	-.426
		.724	-.260	.180	-.624	.450	-.493	.450	-.423
		.763	-.214	.250	-.599	.500	-.475	.500	-.409
		.803	-.182	.300	-.563	.550	-.457	.550	-.404
		.882	-.287	.350	-.528	.600	-.421	.600	-.387
		.961	-.175	.400	-.494	.650	-.392	.650	-.359
				.450	-.475	.700	-.344	.700	-.338
				.500	-.468	.750	-.290	.750	-.335
				.550	-.457	.850	-.120	.850	-.150
				.600	-.436	.950	.056	.950	.023
				.650	-.393			.990	.094
				.700	-.359				
				.800	-.218				
				.900	-.049				
				.950	.051				
				.990	.115				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.022	.005	.913	.005	.890	.005	.887	.005	.793
.222	-.086	.025	.190	.025	.238	.025	.247	.025	.213
.338	-.174	.050	-.003	.050	.020	.050	-.043	.050	-.046
.448	-.249	.100	-.183	.100	-.101	.100	-.103	.100	-.122
.527	-.293	.120	-.183	.180	-.181	.180	-.183	.180	-.124
.605	-.288	.180	-.223	.400	-.289	.300	-.233	.300	-.199
.684	-.284	.250	-.254	.500	-.299	.400	-.267	.400	-.239
.724	-.215	.300	-.278	.600	-.270	.500	-.278	.500	-.251
.763	-.144	.400	-.313	.650	-.164	.600	-.236	.600	-.183
.803	-.031	.500	-.335	.700	-.047	.650	-.128	.650	-.115
.842	.073	.600	-.305	.750	.063	.700	-.023	.700	-.034
.921	.154	.650	-.197	.800	.157	.750	.095	.750	.092
.961	.163	.700	-.082	.900	.253	.800	.170	.800	.201
		.750	.041	.950	.266				
		.800	.121						
		.900	.225						
		.950	.240						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(d) M = 0.70 - Continued

$\alpha = 3.95^\circ$; $C_L = 0.483$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.390	.223	-.642	0.000	.760	0.000	.827	0.000	.910	0.000	.854
.747	-.390	.346	-.652	.003	-.394	.010	-1.323	.010	-1.103	.010	-.799
.763	-.448	.448	-.514	.010	-1.419	.030	-1.732	.030	-1.715	.030	-1.605
.778	-.352	.487	-.458	.020	-1.739	.050	-1.735	.050	-1.750	.050	-1.697
		.527	-.385	.025	-1.897	.100	-1.565	.100	-1.581	.100	-1.012
		.566	-.303	.030	-2.007	.180	-.857	.180	-.840	.180	-.560
		.605	-.218	.050	-2.049	.300	-.599	.300	-.592	.300	-.527
		.669	-.214	.100	-1.876	.350	-.563	.350	-.547	.350	-.472
		.684	-.235	.120	-1.584	.400	-.541	.400	-.523	.400	-.465
		.724	-.268	.180	-.691	.450	-.526	.450	-.501	.450	-.454
		.763	-.224	.250	-.584	.500	-.505	.500	-.481	.500	-.435
		.803	-.192	.300	-.561	.550	-.470	.550	-.464	.550	-.437
		.882	-.277	.350	-.535	.600	-.448	.600	-.431	.600	-.410
		.961	-.162	.400	-.507	.650	-.405	.650	-.405	.650	-.377
				.450	-.486	.700	-.356	.700	-.348	.700	-.356
				.500	-.478	.750	-.289	.990	.078	.750	-.351
				.550	-.462	.850	-.122			.850	-.159
				.600	-.438	.950	.054			.950	.014
				.650	-.392					.990	.089
				.700	-.358						
				.800	-.224						
				.900	-.049						
				.950	.043						
				.990	.114						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.000	.827	.005	.944
.010	-1.323	.025	.351
.030	-1.732	.050	.114
.050	-1.735	.100	.004
.100	-1.565	.180	-.115
.180	-.857	.400	-.244
.300	-.599	.500	-.263
.350	-.563	.600	-.243
.400	-.541	.650	-.144
.450	-.526	.700	-.031
.500	-.505	.750	.080
.550	-.470	.800	.169
.600	-.448	.900	.264
.650	-.405	.950	.272
.700	-.356		
.750	-.289		
.850	-.122		
.950	.054		

WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.964	.005	.942
.025	.328	.025	.381
.050	.138	.050	.094
.100	-.078	.100	.002
.120	-.082	.180	-.116
.180	-.145	.300	-.173
.250	-.191	.400	-.278
.300	-.216	.500	-.242
.400	-.262	.600	-.206
.500	-.303	.650	-.109
.600	-.271	.700	-.007
.650	-.170	.750	.107
.700	-.069	.800	.182
.750	.054		
.800	.136		
.900	.234		
.950	.233		

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(d) $M = 0.70$ - Concluded

$\alpha = 4.95^\circ$; $C_L = 0.594$

STATION .144		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.384	.223	-.724	0.000	.649	0.000	.762	0.000	.806
.747	-.380	.346	-.740	.003	-.564	.010	-1.499	.010	-.998
.763	-.444	.448	-.568	.010	-1.552	.030	-1.885	.030	-1.768
.778	-.349	.487	-.491	.020	-1.862	.050	-1.878	.050	-1.806
		.527	-.409	.025	-2.006	.100	-1.727	.100	-1.637
		.566	-.318	.030	-2.120	.180	-1.668	.180	-.642
		.605	-.234	.050	-2.216	.300	-.697	.300	-.540
		.669	-.218	.100	-2.101	.350	-.576	.350	-.488
		.684	-.241	.120	-2.032	.400	-.503	.400	-.483
		.724	-.266	.180	-1.173	.450	-.492	.450	-.469
		.763	-.215	.250	-.673	.500	-.471	.500	-.456
		.803	-.187	.300	-.543	.550	-.441	.550	-.452
		.882	-.269	.350	-.526	.600	-.433	.600	-.427
		.961	-.154	.400	-.490	.650	-.382	.650	-.394
				.450	-.466	.700	-.344	.700	-.372
				.500	-.462	.750	-.277	.750	-.365
				.550	-.456	.850	-.118	.850	-.171
				.600	-.437	.950	.051	.950	.008
				.650	-.386			.990	.082
				.700	-.350				
				.800	-.213				
				.900	-.049				
				.950	.042				
				.990	.116				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.144	.087	.005	.986	.005	.979	.005	.972	.005	.899
.222	.008	.025	.438	.025	.481	.025	.484	.025	.448
.338	-.113	.050	.217	.050	.242	.050	.191	.050	.142
.448	-.185	.100	.000	.100	.086	.100	.076	.100	.023
.527	-.225	.120	-.302	.180	-.049	.180	-.047	.180	-.025
.605	-.231	.180	-.070	.400	-.203	.300	-.115	.300	-.123
.684	-.245	.250	-.125	.500	-.222	.400	-.185	.400	-.176
.724	-.177	.300	-.161	.600	-.221	.500	-.209	.500	-.195
.763	-.113	.400	-.230	.650	-.127	.600	-.191	.600	-.150
.803	-.011	.500	-.271	.700	-.020	.650	-.096	.650	-.088
.842	.093	.600	-.252	.750	.087	.700	.001	.700	-.020
.921	.171	.650	-.161	.800	.178	.750	.117	.750	.105
.961	.169	.700	-.053	.900	.269	.800	.190	.800	.212
		.750	.065	.950	.279				
		.800	.140						
		.900	.242						
		.950	.256						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.75$

$\alpha = -0.07^\circ$; $C_L = 0.029$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.447	.223	-.345	0.000	1.018	0.000	1.015	0.000	1.011	0.000	.970
.747	-.439	.346	-.406	.003	.496	.010	-.269	.010	-.076	.010	.079
.763	-.410	.448	-.375	.010	-.374	.030	-.521	.030	-.478	.030	-.452
.778	-.357	.487	-.333	.020	-.662	.050	-.506	.050	-.485	.050	-.572
		.527	-.278	.025	-.780	.100	-.492	.100	-.445	.100	-.414
		.566	-.204	.030	-.729	.180	-.525	.180	-.466	.180	-.380
		.605	-.136	.050	-.681	.300	-.493	.300	-.470	.300	-.384
		.669	-.140	.100	-.548	.350	-.460	.350	-.445	.350	-.347
		.684	-.196	.120	-.521	.400	-.452	.400	-.432	.400	-.345
		.724	-.270	.180	-.458	.450	-.455	.450	-.429	.450	-.355
		.763	-.236	.250	-.435	.500	-.442	.500	-.415	.500	-.347
		.803	-.182	.300	-.428	.550	-.431	.550	-.415	.550	-.354
		.882	-.314	.350	-.411	.600	-.421	.600	-.396	.600	-.347
		.961	-.194	.400	-.404	.650	-.392	.650	-.385	.650	-.322
				.450	-.399	.700	-.340	.700	-.333	.700	-.313
				.500	-.402	.750	-.278	.990	.151	.750	-.312
				.550	-.412	.850	-.108			.850	-.124
				.600	-.417	.950	.075			.950	.050
				.650	-.384					.990	.123
				.700	-.353						
				.800	-.224						
				.900	-.043						
				.950	.059						
				.990	.135						
WING LOWER SURFACE											
	X/C CP		X/C CP		X/C CP		X/C CP		X/C CP		X/C CP
	.148 -.177		.005 .626		.005 .581		.005 .522		.005 .355		
	.222 -.231		.025 -.424		.025 -.313		.025 -.323		.025 -.304		
	.338 -.334		.050 -.483		.050 -.536		.050 -.603		.050 -.599		
	.448 -.405		.100 -.607		.100 -.541		.100 -.526		.100 -.416		
	.527 -.441		.120 -.551		.180 -.520		.180 -.542		.180 -.348		
	.605 -.413		.180 -.522		.400 -.483		.300 -.455		.300 -.364		
	.684 -.383		.250 -.520		.500 -.452		.400 -.451		.400 -.378		
	.724 -.290		.300 -.513		.600 -.362		.500 -.413		.500 -.364		
	.763 -.187		.400 -.509		.650 -.219		.600 -.303		.600 -.257		
	.803 -.069		.500 -.487		.700 -.074		.650 -.168		.650 -.162		
	.842 .038		.600 -.389		.750 .037		.700 -.043		.700 -.050		
	.921 .130		.650 -.248		.800 .130		.750 .072		.750 .076		
	.961 .150		.700 -.114		.900 .225		.800 .150		.800 .181		
			.750 .006		.950 .245						
			.800 .092								
			.900 .203								
			.950 .233								

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(e) $M = 0.75$ - Continued

$\alpha = 0.98^\circ$; $C_L = 0.151$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.489	.223	-.415	0.000	.989	0.000	1.004	0.000	1.018	0.000	.976
.747	-.433	.346	-.486	.003	.301	.010	-.554	.010	-.331	.010	-.136
.763	-.466	.448	-.412	.010	-.612	.030	-.804	.030	-.747	.030	-.679
.778	-.354	.487	-.359	.020	-1.016	.050	-.810	.050	-.852	.050	-.836
		.527	-.303	.025	-1.139	.100	-.669	.100	-.628	.100	-.505
		.566	-.228	.030	-1.188	.180	-.673	.180	-.605	.180	-.455
		.605	-.153	.050	-1.177	.300	-.550	.300	-.546	.300	-.430
		.669	-.160	.100	-.696	.350	-.502	.350	-.497	.350	-.379
		.684	-.211	.120	-.680	.400	-.501	.400	-.475	.400	-.386
		.724	-.302	.180	-.537	.450	-.492	.450	-.456	.450	-.381
		.763	-.239	.250	-.512	.500	-.465	.500	-.447	.500	-.351
		.803	-.199	.300	-.489	.550	-.460	.550	-.437	.550	-.382
		.882	-.316	.350	-.465	.600	-.440	.600	-.416	.600	-.371
		.961	-.189	.400	-.449	.650	-.406	.650	-.395	.650	-.344
				.450	-.442	.700	-.350	.700	-.344	.700	-.329
				.500	-.438	.750	-.284	.990	.129	.750	-.328
				.550	-.442	.850	-.103			.850	-.129
				.600	-.440	.950	.074			.950	.048
				.650	-.398					.990	.119
				.700	-.365						
				.800	-.225						
				.900	-.038						
				.950	.062						
				.990	.132						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.116	.005	.762	.005	.700	.005	.678	.005	.549
		.222	-.173	.025	-.186	.025	-.102	.025	-.095	.025	-.096
		.338	-.289	.050	-.294	.050	-.330	.050	-.402	.050	-.412
		.448	-.349	.100	-.423	.100	-.352	.100	-.357	.100	-.319
		.527	-.401	.120	-.406	.180	-.411	.180	-.409	.180	-.289
		.605	-.393	.180	-.408	.400	-.433	.300	-.383	.300	-.312
		.684	-.365	.250	-.431	.500	-.426	.400	-.406	.400	-.342
		.724	-.265	.300	-.441	.600	-.340	.500	-.381	.500	-.335
		.763	-.175	.400	-.456	.650	-.200	.600	-.288	.600	-.232
		.803	-.056	.500	-.457	.700	-.066	.650	-.160	.650	-.146
		.842	.051	.600	-.368	.750	.050	.700	-.036	.700	-.043
		.921	.141	.650	-.237	.800	.142	.750	.081	.750	.086
		.961	.150	.700	-.109	.900	.238	.800	.159	.800	.191
				.750	.020	.950	.257				
				.800	.100						
				.900	.210						
				.950	.239						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(a) $M = 0.75$ - Continued

$\alpha = 1.46^\circ$; $C_L = 0.208$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.508	.723	-.470	0.000	-.965	0.000	-.985	0.000	-.973
.747	-.427	.346	-.518	.003	-.186	.010	-.703	.010	-.298
.763	-.469	.448	-.428	.010	-.717	.030	-1.066	.030	-.990
.778	-.353	.487	-.377	.020	-1.106	.050	-.930	.050	-.905
		.527	-.319	.025	-1.207	.100	-.723	.100	-.550
		.566	-.239	.030	-1.307	.180	-.726	.180	-.485
		.605	-.166	.050	-1.246	.300	-.571	.300	-.450
		.669	-.166	.100	-.687	.350	-.531	.350	-.404
		.684	-.220	.120	-.684	.400	-.522	.400	-.403
		.724	-.297	.180	-.590	.450	-.508	.450	-.402
		.763	-.251	.250	-.548	.500	-.494	.500	-.392
		.803	-.205	.300	-.529	.550	-.477	.550	-.397
		.882	-.316	.350	-.488	.600	-.457	.600	-.384
		.961	-.188	.400	-.456	.650	-.415	.650	-.356
				.450	-.454	.700	-.355	.700	-.336
				.500	-.449	.750	-.289	.750	-.336
				.550	-.454	.850	-.113	.850	-.135
				.600	-.447	.950	.069	.950	.042
				.650	-.409			.990	.115
				.700	-.369				
				.800	-.227				
				.900	-.032				
				.950	.055				
				.990	.130				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.085	.005	.821	.005	.782	.005	.742	.005	.625
.222	-.154	.025	-.061	.025	.016	.025	-.019	.025	.041
.338	-.254	.050	-.209	.050	-.224	.050	-.307	.050	-.271
.448	-.334	.100	-.375	.100	-.310	.100	-.295	.100	-.282
.527	-.378	.120	-.370	.180	-.342	.180	-.356	.180	-.241
.605	-.364	.180	-.368	.400	-.406	.300	-.350	.300	-.296
.684	-.347	.250	-.388	.500	-.394	.400	-.375	.400	-.322
.724	-.258	.300	-.414	.600	-.330	.500	-.370	.500	-.310
.763	-.170	.400	-.425	.650	-.198	.600	-.277	.600	-.223
.803	-.058	.500	-.436	.700	-.063	.650	-.152	.650	-.141
.842	.053	.600	-.360	.750	.052	.700	-.034	.700	-.040
.921	.144	.650	-.232	.800	.146	.750	.088	.750	.088
.961	.154	.700	-.104	.900	.243	.800	.164	.800	.196
		.750	.024	.950	.261				
		.800	.103						
		.900	.217						
		.950	.234						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(e) $M = 0.75$ - Continued

$\alpha = 1.94^\circ$; $C_L = 0.264$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.460	.223	-.484	0.000	.950	0.000	.979	0.000	.969
.747	-.426	.346	-.595	.033	.125	.010	-.754	.010	-.307
.763	-.462	.448	-.460	.010	-.793	.030	-1.146	.030	-1.060
.778	-.352	.487	-.403	.020	-1.188	.050	-1.092	.050	-1.055
		.527	-.334	.025	-1.335	.100	-.943	.100	-.629
		.566	-.248	.030	-1.415	.180	-.721	.180	-.512
		.605	-.172	.050	-1.347	.300	-.609	.300	-.483
		.669	-.171	.100	-1.106	.350	-.552	.350	-.433
		.684	-.223	.120	-1.084	.400	-.533	.400	-.420
		.724	-.303	.180	-.569	.450	-.515	.450	-.411
		.763	-.252	.250	-.556	.500	-.502	.500	-.409
		.803	-.201	.300	-.538	.550	-.479	.550	-.409
		.882	-.307	.350	-.504	.600	-.457	.600	-.390
		.961	-.182	.400	-.478	.650	-.415	.650	-.363
				.450	-.465	.700	-.354	.700	-.342
				.500	-.463	.750	-.286	.750	-.338
				.550	-.457	.850	-.106	.850	-.136
				.600	-.456	.950	.070	.950	.041
				.650	-.408			.990	.110
				.700	-.370				
				.800	-.226				
				.900	-.038				
				.950	.057				
				.990	.127				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.060	.005	.864	.005	.811	.005	.821	.005	.669
.222	-.132	.025	.311	.025	.059	.025	.091	.025	.053
.338	-.244	.050	-.150	.050	-.175	.050	-.225	.050	-.228
.448	-.311	.100	-.307	.100	-.238	.100	-.231	.100	-.220
.527	-.357	.120	-.306	.180	-.303	.180	-.313	.180	-.207
.605	-.359	.180	-.323	.400	-.376	.300	-.319	.300	-.268
.684	-.339	.250	-.349	.500	-.380	.400	-.351	.400	-.301
.724	-.253	.300	-.368	.600	-.322	.500	-.343	.500	-.302
.763	-.165	.400	-.391	.650	-.197	.600	-.267	.600	-.219
.803	-.046	.500	-.419	.700	-.058	.650	-.146	.650	-.138
.882	.066	.600	-.346	.750	.057	.700	-.027	.700	-.038
.921	.152	.650	-.224	.800	.155	.750	.092	.750	.091
.961	.157	.700	-.096	.900	.248	.800	.169	.800	.202
		.750	.033	.950	.263				
		.800	.111						
		.900	.224						
		.950	.262						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(e) $M = 0.75$ - Continued

$\alpha = 2.50^\circ$; $C_L = 0.329$

		STATION .148	STATION .407	STATION .595	STATION .775	STATION .913			
FUSELAGE				WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP		
.731	-.481	.223	-.537	0.000	.959	0.000	1.003	0.000	.953
.747	-.434	.346	-.632	.003	.947	.010	-.865	.010	-.419
.763	-.463	.448	-.484	.010	-.924	.030	-1.264	.030	-1.167
.778	-.353	.487	-.422	.020	-1.737	.050	-1.197	.050	-1.269
		.527	-.348	.025	-1.451	.100	-1.101	.100	-1.134
		.564	-.258	.030	-1.495	.180	-1.093	.180	-1.041
		.605	-.179	.050	-1.520	.300	-.952	.300	-.557
		.669	-.178	.100	-1.194	.350	-.518	.350	-.540
		.684	-.276	.120	-1.173	.400	-.526	.400	-.514
		.724	-.306	.180	-.915	.450	-.521	.450	-.497
		.763	-.248	.250	-.940	.500	-.508	.500	-.480
		.803	-.205	.300	-.531	.550	-.482	.550	-.460
		.842	-.307	.350	-.498	.600	-.457	.600	-.432
		.961	-.179	.400	-.478	.650	-.418	.650	-.404
				.450	-.468	.700	-.359	.700	-.348
				.500	-.462	.750	-.289	.750	-.348
				.550	-.466	.850	-.107	.990	.098
				.600	-.461	.950	.067		
				.650	-.407				
				.700	-.371				
				.800	-.224				
				.900	-.034				
				.950	.061				
				.990	.127				

		X/C	CP	X/C	CP	X/C	CP	X/C	CP
WING LOWER SURFACE									
		.148	-.040	.005	.878	.005	.859	.005	.829
		.222	-.111	.025	.083	.025	.151	.025	.156
		.339	-.214	.050	-.060	.050	-.069	.050	-.132
		.448	-.282	.100	-.254	.100	-.190	.100	-.172
		.527	-.341	.120	-.232	.180	-.257	.180	-.249
		.605	-.327	.180	-.289	.400	-.343	.300	-.282
		.684	-.324	.250	-.319	.500	-.345	.400	-.330
		.724	-.236	.300	-.345	.600	-.308	.500	-.334
		.763	-.158	.400	-.373	.650	-.181	.600	-.260
		.803	-.037	.500	-.395	.700	-.020	.650	-.138
		.842	.072	.600	-.340	.750	.068	.700	-.024
		.921	.149	.650	-.216	.800	.161	.750	.099
		.961	.158	.700	-.087	.900	.253	.800	.177
				.750	.036	.950	.270		
				.800	.117				
				.900	.230				
				.950	.249				

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(e) $M = 0.75$ - Continued

$\alpha = 3.97^\circ$; $C_L = 0.513$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.471	.223	-.640	0.000	.828	0.000	-.895	0.000	-.957	0.000	-.898
.747	-.413	.346	-.821	.003	-.211	.010	-1.086	.010	-.835	.010	-.620
.763	-.457	.448	-.590	.010	-1.151	.030	-1.443	.030	-1.427	.030	-1.369
.778	-.340	.487	-.477	.020	-1.459	.050	-1.443	.050	-1.477	.050	-1.427
		.527	-.390	.025	-1.606	.100	-1.350	.100	-1.355	.100	-1.342
		.566	-.292	.030	-1.703	.180	-1.358	.180	-1.313	.180	-1.200
		.605	-.212	.050	-1.777	.300	-1.315	.300	-1.167	.300	-.501
		.649	-.201	.100	-1.667	.350	-.716	.350	-.635	.350	-.443
		.684	-.241	.120	-1.629	.400	-.566	.400	-.502	.400	-.440
		.724	-.313	.180	-1.209	.450	-.460	.450	-.408	.450	-.439
		.763	-.260	.250	-1.110	.500	-.418	.500	-.384	.500	-.431
		.803	-.213	.300	-.656	.550	-.407	.550	-.379	.550	-.436
		.882	-.296	.350	-.500	.600	-.393	.600	-.379	.600	-.420
		.961	-.155	.400	-.456	.650	-.347	.650	-.359	.650	-.391
				.450	-.447	.700	-.307	.700	-.321	.700	-.367
				.500	-.442	.750	-.263	.750	.098	.750	-.359
				.550	-.443	.850	-.099	.850		.850	-.153
				.600	-.436	.950	.070	.950		.950	.029
				.650	-.395					.990	.106
				.700	-.362						
				.800	-.219						
				.900	-.038						
				.950	.060						
				.990	.130						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.036	.005	.965	.005	.933	.005	.936	.005	.838	.005	.838
.222	-.033	.025	.314	.025	.355	.025	.340	.025	.306	.025	.306
.338	-.137	.050	.109	.050	.106	.050	.053	.050	-.004	.050	-.004
.448	-.220	.100	-.095	.100	-.059	.100	-.024	.100	-.079	.100	-.079
.527	-.276	.120	-.102	.180	-.134	.180	-.144	.180	-.096	.180	-.096
.605	-.287	.180	-.161	.400	-.277	.400	-.192	.300	-.185	.300	-.185
.684	-.285	.250	-.214	.500	-.295	.500	-.256	.400	-.235	.400	-.235
.724	-.205	.300	-.245	.600	-.267	.600	-.275	.500	-.243	.500	-.243
.763	-.129	.400	-.297	.650	-.153	.650	-.230	.600	-.178	.600	-.178
.803	-.024	.500	-.328	.700	-.029	.700	-.112	.650	-.107	.650	-.107
.842	.085	.600	-.297	.750	.081	.750	-.005	.700	-.021	.700	-.021
.921	.165	.650	-.188	.800	.176	.800	.112	.750	.104	.750	.104
.961	.170	.700	-.069	.900	.267	.900	.187	.800	.213	.800	.213
		.750	.058	.950	.285						
		.800	.138								
		.900	.244								
		.950	.265								

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(e) $M = 0.75$ - Concluded

$\alpha = 2.46^\circ$; $C_L = 0.324$

FUSELAGE		WING UPPER SURFACE															
X/L	CP	STATION .148		STATION .402		STATION .595		STATION .775		STATION .913							
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP						
.731	-.502	.223	-.526	0.000	.905	0.000	.954	0.000	.991	0.000	.947						
.747	-.414	.346	-.624	.003	.043	.010	-.869	.010	-.612	.010	-.429						
.763	-.467	.448	-.471	.010	-.913	.030	-1.248	.030	-1.238	.030	-1.169						
.778	-.355	.487	-.420	.020	-1.272	.050	-1.227	.050	-1.253	.050	-1.202						
		.527	-.347	.025	-1.417	.100	-1.070	.100	-1.043	.100	-.926						
		.566	-.258	.030	-1.488	.180	-1.099	.180	-.767	.180	-.489						
		.605	-.182	.050	-1.513	.300	-.581	.300	-.568	.300	-.492						
		.669	-.175	.100	-1.202	.350	-.527	.350	-.523	.350	-.444						
		.684	-.231	.120	-1.159	.400	-.532	.400	-.515	.400	-.440						
		.724	-.303	.180	-.764	.450	-.522	.450	-.497	.450	-.432						
		.763	-.248	.250	-.550	.500	-.495	.500	-.478	.500	-.418						
		.803	-.203	.300	-.531	.550	-.481	.550	-.464	.550	-.418						
		.882	-.302	.350	-.509	.600	-.461	.600	-.434	.600	-.407						
		.961	-.176	.400	-.483	.650	-.414	.650	-.408	.650	-.369						
				.450	-.465	.700	-.356	.700	-.347	.700	-.350						
				.500	-.466	.750	-.285	.750	-.095	.750	-.346						
				.550	-.469	.850	-.105			.850	-.142						
				.600	-.462	.950	.070			.950	.038						
				.650	-.408					.990	.106						
				.700	-.374												
				.800	-.226												
				.900	-.038												
				.950	.062												
				.990	.126												

WING LOWER SURFACE															
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.043	.005	.900	.005	.853	.005	.849	.005	.737	.005	.737	.005	.737	.005	.737
.222	-.100	.025	.090	.025	.160	.025	.157	.025	.147	.025	.147	.025	.147	.025	.147
.338	-.222	.050	-.077	.050	-.096	.050	-.144	.050	-.162	.050	-.162	.050	-.162	.050	-.162
.448	-.281	.100	-.248	.100	-.182	.100	-.174	.100	-.184	.100	-.184	.100	-.184	.100	-.184
.527	-.341	.120	-.259	.180	-.264	.180	-.276	.180	-.190	.180	-.190	.180	-.190	.180	-.190
.605	-.335	.180	-.304	.400	-.357	.400	-.296	.400	-.244	.400	-.244	.400	-.244	.400	-.244
.684	-.333	.250	-.310	.500	-.349	.500	-.334	.500	-.286	.500	-.286	.500	-.286	.500	-.286
.724	-.244	.300	-.339	.600	-.313	.600	-.327	.600	-.280	.600	-.280	.600	-.280	.600	-.280
.763	-.152	.400	-.383	.650	-.185	.650	-.267	.650	-.213	.650	-.213	.650	-.213	.650	-.213
.803	-.041	.500	-.400	.700	-.047	.700	-.140	.700	-.133	.700	-.133	.700	-.133	.700	-.133
.842	.067	.600	-.342	.750	.061	.750	-.027	.750	-.034	.750	-.034	.750	-.034	.750	-.034
.921	.152	.650	-.218	.800	.157	.800	.096	.800	.092	.800	.092	.800	.092	.800	.092
.961	.155	.700	-.091	.900	.251	.900	.173	.900	.202	.900	.202	.900	.202	.900	.202
		.750	.033	.950	.265										
		.800	.115												
		.900	.223												
		.950	.244												

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(f) $M = 0.775$

$\alpha = -0.02^\circ$; $C_L = 0.030$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.501	.223	-.342	0.000	1.027	0.000	1.021	0.000	.979
.747	-.463	.346	-.428	.003	.475	.010	-.095	.010	.038
.763	-.477	.448	-.371	.010	-.328	.030	-.457	.030	-.490
.778	-.346	.487	-.328	.020	-.641	.050	-.522	.050	-.644
		.527	-.274	.025	-.846	.100	-.477	.100	-.433
		.566	-.194	.030	-.822	.180	-.500	.180	-.408
		.605	-.123	.050	-.731	.300	-.513	.300	-.393
		.669	-.134	.100	-.585	.350	-.478	.350	-.357
		.684	-.196	.120	-.611	.400	-.471	.400	-.362
		.724	-.301	.180	-.478	.450	-.454	.450	-.365
		.763	-.254	.250	-.451	.500	-.437	.500	-.354
		.803	-.206	.300	-.446	.550	-.437	.550	-.368
		.882	-.332	.350	-.430	.600	-.417	.600	-.360
		.961	-.195	.400	-.413	.650	-.394	.650	-.331
				.450	-.407	.700	-.339	.700	-.319
				.500	-.422	.750	-.279	.750	-.320
				.550	-.441	.850	-.101	.850	-.124
				.600	-.450	.950	.080	.950	.054
				.650	-.411			.990	.127
				.700	-.378				
				.800	-.224				
				.900	-.035				
				.950	.067				
				.990	.138				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.162	.005	.654	.005	.625	.005	.522	.005	.412
.222	-.214	.025	-.357	.025	-.321	.025	-.268	.025	-.246
.338	-.348	.050	-.514	.050	-.532	.050	-.649	.050	-.596
.448	-.409	.100	-.631	.100	-.534	.100	-.556	.100	-.446
.527	-.483	.120	-.537	.180	-.552	.180	-.592	.180	-.384
.605	-.442	.180	-.531	.400	-.544	.300	-.487	.300	-.379
.684	-.409	.250	-.555	.500	-.483	.400	-.483	.400	-.414
.724	-.294	.300	-.549	.600	-.362	.500	-.434	.500	-.385
.763	-.188	.400	-.537	.650	-.212	.600	-.306	.600	-.260
.803	-.063	.500	-.533	.700	-.074	.650	-.166	.650	-.165
.842	.038	.600	-.391	.750	.043	.700	-.038	.700	-.050
.921	.132	.650	-.244	.800	.131	.750	.079	.750	.080
.961	.150	.700	-.107	.900	.227	.800	.155	.800	.183
		.750	.012	.950	.249				
		.800	.090						
		.900	.199						
		.950	.233						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(x) M = 0.775 - Continued

$\alpha = 0.94^\circ$; $C_L = 0.146$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.551	.223	-.430	0.000	1.006	0.000	1.023	0.000	1.027	0.000	.985	0.000	.985	0.000	.985				
.747	-.448	.346	-.513	.003	.331	.010	-.514	.010	-.280	.010	-.115	.010	-.115	.010	-.115				
.763	-.472	.448	-.418	.010	-.527	.030	-.848	.030	-.748	.030	-.702	.030	-.702	.030	-.702				
.778	-.346	.487	-.370	.020	-.912	.050	-.776	.050	-.827	.050	-.815	.050	-.815	.050	-.815				
		.527	-.302	.025	-1.044	.100	-.647	.100	-.605	.100	-.505	.100	-.505	.100	-.505				
		.566	-.217	.030	-1.144	.180	-.734	.180	-.710	.180	-.479	.180	-.479	.180	-.479				
		.605	-.143	.050	-1.139	.300	-.576	.300	-.599	.300	-.448	.300	-.448	.300	-.448				
		.669	-.152	.100	-.721	.350	-.529	.350	-.522	.350	-.410	.350	-.410	.350	-.410				
		.684	-.212	.120	-.669	.400	-.518	.400	-.496	.400	-.394	.400	-.394	.400	-.394				
		.724	-.317	.180	-.560	.450	-.509	.450	-.479	.450	-.397	.450	-.397	.450	-.397				
		.767	-.287	.250	-.528	.500	-.499	.500	-.468	.500	-.395	.500	-.395	.500	-.395				
		.803	-.209	.300	-.509	.550	-.485	.550	-.459	.550	-.396	.550	-.396	.550	-.396				
		.882	-.325	.350	-.479	.600	-.462	.600	-.432	.600	-.385	.600	-.385	.600	-.385				
		.961	-.187	.400	-.447	.650	-.413	.650	-.401	.650	-.353	.650	-.353	.650	-.353				
				.450	-.444	.700	-.350	.700	-.347	.700	-.336	.700	-.336	.700	-.336				
				.500	-.447	.750	-.283	.750	.102	.750	-.328	.750	-.328	.750	-.328				
				.550	-.459	.850	-.097	.850		.850	-.124	.850	-.124	.850	-.124				
				.600	-.477	.950	.081	.950		.950	.055	.950	.055	.950	.055				
				.650	-.425					.990	.122	.990	.122	.990	.122				
				.700	-.389														
				.800	-.227														
				.900	-.035														
				.950	.067														
				.990	.135														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.113	.005	.765	.005	.724	.035	.697	.005	.549	.005	.549	.005	.549				
		.222	-.170	.025	-.166	.025	-.082	.025	-.092	.025	-.095	.025	-.095	.025	-.095				
		.338	-.281	.350	-.305	.050	-.312	.050	-.406	.050	-.419	.050	-.419	.050	-.419				
		.448	-.370	.100	-.451	.100	-.371	.100	-.380	.100	-.347	.100	-.347	.100	-.347				
		.527	-.430	.120	-.426	.180	-.411	.180	-.447	.180	-.303	.180	-.303	.180	-.303				
		.605	-.410	.180	-.418	.400	-.474	.300	-.404	.300	-.335	.300	-.335	.300	-.335				
		.611	-.384	.250	-.452	.500	-.444	.400	-.436	.400	-.367	.400	-.367	.400	-.367				
		.724	-.273	.300	-.473	.600	-.351	.500	-.410	.500	-.350	.500	-.350	.500	-.350				
		.763	-.172	.400	-.499	.650	-.204	.600	-.300	.600	-.242	.600	-.242	.600	-.242				
		.803	-.057	.500	-.505	.700	-.062	.650	-.160	.650	-.152	.650	-.152	.650	-.152				
		.842	.054	.600	-.381	.750	.050	.700	-.035	.700	-.039	.700	-.039	.700	-.039				
		.921	.147	.650	-.238	.800	.142	.750	.085	.750	.086	.750	.086	.750	.086				
		.961	.155	.700	-.101	.900	.242	.800	.163	.800	.192	.800	.192	.800	.192				
				.750	.027	.950	.259												
				.800	.105														
				.900	.217														
				.950	.243														

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(f) $M = 0.775$ - Continued

$\alpha = 1.43^\circ$; $C_L = 0.204$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.554	.223	-.469	0.000	.989	0.000	1.013	0.000	1.022	0.000	.987								
.747	-.444	.346	-.569	.003	.241	.010	-.570	.010	-.373	.010	-.183								
.763	-.475	.448	-.442	.010	-.628	.030	-.980	.030	-.866	.030	-.904								
.778	-.350	.457	-.381	.020	-.990	.050	-.913	.050	-.857	.050	-.852								
		.527	-.316	.025	-1.134	.100	-.859	.100	-.749	.100	-.847								
		.566	-.229	.030	-1.210	.180	-.792	.180	-.745	.180	-.494								
		.605	-.151	.050	-1.200	.300	-.638	.300	-.587	.300	-.478								
		.669	-.153	.100	-.926	.350	-.538	.350	-.540	.350	-.418								
		.684	-.217	.120	-.857	.400	-.535	.400	-.510	.400	-.416								
		.724	-.339	.180	-.672	.450	-.529	.450	-.494	.450	-.422								
		.763	-.297	.250	-.539	.500	-.512	.500	-.475	.500	-.404								
		.803	-.232	.300	-.520	.550	-.495	.550	-.464	.550	-.412								
		.882	-.329	.350	-.488	.600	-.464	.600	-.435	.600	-.391								
		.961	-.180	.400	-.463	.650	-.420	.650	-.405	.650	-.369								
				.450	-.458	.700	-.353	.700	-.349	.700	-.345								
				.500	-.465	.750	-.285	.990	.100	.750	-.344								
				.550	-.477	.850	-.102			.850	-.130								
				.600	-.490	.950	.077			.950	.052								
				.650	-.433					.990	.120								
				.700	-.386														
				.800	-.224														
				.900	-.033														
				.950	.063														
				.990	.134														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.088	.005	.805	.005	.748	.005	.729	.005	.585								
		.222	-.157	.025	-.067	.025	-.034	.025	-.008	.025	-.028								
		.338	-.253	.050	-.231	.050	-.242	.050	-.361	.050	-.319								
		.448	-.347	.100	-.407	.100	-.316	.100	-.328	.100	-.300								
		.527	-.411	.120	-.375	.180	-.359	.180	-.393	.180	-.266								
		.605	-.395	.180	-.379	.400	-.442	.300	-.375	.300	-.318								
		.684	-.365	.250	-.404	.500	-.431	.400	-.403	.400	-.341								
		.724	-.268	.300	-.447	.600	-.343	.500	-.400	.500	-.339								
		.763	-.174	.400	-.465	.650	-.199	.600	-.295	.600	-.232								
		.803	-.047	.500	-.473	.700	-.066	.650	-.157	.650	-.147								
		.842	.058	.600	-.377	.750	.056	.700	-.029	.700	-.043								
		.921	.146	.650	-.235	.800	.146	.750	.087	.750	.091								
		.961	.157	.700	-.097	.900	.245	.800	.164	.800	.195								
				.750	.029	.950	.261												
				.800	.104														
				.900	.216														
				.950	.240														

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(i) $M = 0.775$ - Continued

$\alpha = 1.0^\circ$; $C_L = 0.272$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.548	.223	-.494	0.000	.970	0.000	.993	0.000	1.020
.747	-.454	.346	-.650	.003	.174	.010	-.656	.010	-.461
.763	-.475	.448	-.487	.010	-.744	.030	-1.084	.030	-1.091
.778	-.350	.487	-.408	.020	-1.094	.050	-1.039	.050	-1.080
		.527	-.330	.025	-1.236	.100	-.898	.100	-.878
		.566	-.242	.030	-1.310	.180	-.986	.180	-.869
		.605	-.161	.050	-1.321	.300	-.831	.300	-.753
		.669	-.163	.100	-1.062	.350	-.510	.350	-.478
		.684	-.224	.120	-1.042	.400	-.505	.400	-.482
		.724	-.338	.180	-.926	.450	-.511	.450	-.476
		.763	-.303	.250	-.533	.500	-.510	.500	-.482
		.803	-.226	.300	-.496	.550	-.489	.550	-.477
		.882	-.323	.350	-.492	.600	-.461	.600	-.478
		.961	-.176	.400	-.461	.650	-.420	.650	-.404
				.450	-.456	.700	-.355	.700	-.344
				.500	-.470	.750	-.282	.990	.099
				.550	-.476	.850	-.098		
				.600	-.486	.950	.079		
				.650	-.427				
				.700	-.391				
				.800	-.225				
				.900	-.034				
				.950	.067				
				.990	.130				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.055	.005	.850	.005	.814	.005	.777	.005	.671
.222	-.121	.025	.014	.025	.040	.025	.084	.025	.033
.338	-.235	.050	-.125	.050	-.175	.050	-.200	.050	-.248
.448	-.318	.100	-.324	.100	-.253	.100	-.245	.100	-.252
.527	-.387	.120	-.317	.180	-.329	.180	-.338	.180	-.233
.605	-.371	.180	-.348	.400	-.400	.300	-.355	.300	-.285
.684	-.357	.250	-.359	.500	-.405	.400	-.374	.400	-.319
.724	-.258	.300	-.400	.600	-.337	.500	-.369	.500	-.319
.763	-.160	.400	-.422	.650	-.195	.600	-.282	.600	-.229
.803	-.035	.500	-.445	.700	-.054	.650	-.148	.650	-.140
.842	.068	.600	-.363	.750	.064	.700	-.028	.700	-.037
.921	.152	.650	-.221	.800	.157	.750	.095	.750	.096
.961	.162	.700	-.389	.900	.251	.800	.172	.800	.201
		.750	.040	.950	.266				
		.800	.118						
		.900	.229						
		.950	.247						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(f) $M = 0.775$ - Continued

$\alpha = 2.49^\circ$; $C_L = 0.339$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.568	.223	-.532	0.000	.935	0.000	.975	0.000	1.008	0.000	.964
.747	-.439	.346	-.690	.003	.113	.010	-.755	.010	-.529	.010	-.355
.763	-.474	.448	-.510	.010	-.837	.030	-1.161	.030	-1.152	.030	-1.096
.778	-.345	.487	-.421	.020	-1.162	.050	-1.140	.050	-1.163	.050	-1.144
		.527	-.343	.025	-1.323	.100	-1.059	.100	-1.023	.100	-1.050
		.566	-.250	.030	-1.412	.180	-1.041	.180	-1.014	.180	-.898
		.605	-.171	.050	-1.450	.300	-1.078	.300	-1.035	.300	-.486
		.669	-.173	.100	-1.338	.350	-.571	.350	-.765	.350	-.434
		.684	-.230	.120	-1.081	.400	-.469	.400	-.422	.400	-.433
		.724	-.335	.180	-.989	.450	-.460	.450	-.421	.450	-.430
		.763	-.285	.250	-.957	.500	-.464	.500	-.423	.500	-.425
		.803	-.227	.300	-.517	.550	-.452	.550	-.443	.550	-.430
		.882	-.323	.350	-.467	.600	-.453	.600	-.421	.600	-.410
		.961	-.170	.400	-.459	.650	-.408	.650	-.392	.650	-.376
				.450	-.444	.700	-.341	.700	-.340	.700	-.357
				.500	-.455	.750	-.274	.990	.101	.750	-.348
				.550	-.464	.850	-.098			.850	-.135
				.600	-.479	.950	.079			.950	.043
				.650	-.429					.990	.114
				.700	-.383						
				.800	-.223						
				.900	-.035						
				.950	.063						
				.990	.133						

WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.035	.005	.898	.005	.868	.005	.839	.005	.718
.222	-.098	.025	.077	.025	.145	.025	.147	.025	.145
.338	-.211	.050	-.069	.050	-.096	.050	-.148	.050	-.181
.448	-.293	.100	-.267	.100	-.187	.100	-.193	.100	-.200
.527	-.358	.120	-.253	.180	-.261	.180	-.288	.180	-.202
.605	-.348	.180	-.292	.400	-.370	.300	-.310	.300	-.262
.684	-.334	.250	-.331	.500	-.374	.400	-.354	.400	-.297
.724	-.244	.300	-.340	.600	-.320	.500	-.347	.500	-.299
.763	-.159	.400	-.402	.650	-.182	.600	-.274	.600	-.216
.803	-.037	.500	-.432	.700	-.047	.650	-.142	.650	-.132
.842	.071	.600	-.352	.750	.071	.700	-.021	.700	-.035
.921	.159	.650	-.218	.800	.163	.750	.098	.750	.098
.961	.168	.700	-.086	.900	.257	.800	.178	.800	.207
		.750	.040	.950	.276				
		.800	.125						
		.900	.232						
		.950	.253						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(f) M = 0.775 - Continued

$\alpha = 2.94^\circ$; $C_L = 0.396$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.525	.223	-.553	0.000	.910	0.000	-.953	0.000	-.997	0.000	-.950
.747	-.448	.346	-.729	.003	.035	.010	-.809	.010	-.596	.010	-.380
.763	-.470	.448	-.568	.010	-.881	.030	-1.234	.030	-1.193	.030	-1.137
.778	-.340	.487	-.452	.020	-1.217	.050	-1.207	.050	-1.239	.050	-1.230
		.527	-.356	.025	-1.381	.100	-1.108	.100	-1.118	.100	-1.117
		.566	-.262	.030	-1.480	.180	-1.145	.180	-1.101	.180	-1.051
		.605	-.181	.050	-1.497	.300	-1.156	.300	-1.111	.300	-.512
		.669	-.180	.100	-1.372	.350	-1.033	.350	-1.002	.350	-.445
		.684	-.234	.120	-1.357	.400	-.526	.400	-.513	.400	-.436
		.724	-.342	.180	-1.043	.450	-.447	.450	-.407	.450	-.433
		.763	-.296	.250	-1.020	.500	-.418	.500	-.378	.500	-.425
		.803	-.234	.300	-.828	.550	-.400	.550	-.387	.550	-.431
		.882	-.314	.350	-.506	.600	-.401	.600	-.385	.600	-.414
		.961	-.163	.400	-.442	.650	-.380	.650	-.372	.650	-.381
				.450	-.437	.700	-.325	.700	-.327	.700	-.360
				.500	-.444	.750	-.269	.750	.102	.750	-.354
				.550	-.462	.850	-.098	.850		.850	-.139
				.600	-.465	.950	.078	.950		.950	.041
				.650	-.418					.990	.110
				.700	-.379						
				.800	-.220						
				.900	-.032						
				.950	.069						
				.990	.131						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.000	.953	.005	.878
.010	-.809	.025	.188
.030	-1.234	.050	-.005
.050	-1.207	.100	-.137
.100	-1.108	.180	-.232
.180	-1.145	.400	-.357
.300	-1.156	.500	-.363
.350	-1.033	.600	-.315
.400	-.526	.650	-.176
.450	-.447	.700	-.041
.500	-.418	.750	.073
.550	-.400	.800	.171
.600	-.401	.900	.264
.650	-.380	.950	.282

WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.148	-.014	.005	.863
.222	-.074	.025	.214
.338	-.198	.050	-.090
.448	-.278	.100	-.140
.527	-.340	.180	-.242
.605	-.337	.300	-.275
.684	-.338	.400	-.335
.724	-.242	.500	-.333
.763	-.148	.600	-.264
.803	-.034	.650	-.138
.842	.073	.700	-.014
.921	.159	.750	.106
.961	.172	.800	.183

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TABLE XI.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(f) M = 0.775 - Continued

$\alpha = 3.93^\circ$; $C_L = 0.524$

STATION .148		STATION .402		STATION .596		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.576	.223	-.604	0.000	-.846	0.000	-.966	0.000	-.910
.747	-.447	.346	-.811	.003	-.132	.010	-.935	.010	-.499
.763	-.462	.448	-.700	.010	-1.038	.030	-1.356	.030	-1.271
.778	-.333	.487	-.534	.020	-1.341	.050	-1.343	.050	-1.344
		.527	-.408	.025	-1.460	.100	-1.251	.100	-1.259
		.566	-.302	.030	-1.589	.180	-1.262	.180	-1.162
		.605	-.213	.050	-1.657	.300	-1.303	.300	-.963
		.669	-.197	.100	-1.564	.350	-1.296	.350	-.669
		.684	-.244	.120	-1.502	.400	-.913	.400	-.444
		.724	-.330	.180	-1.362	.450	-.670	.450	-.428
		.763	-.289	.250	-1.108	.503	-.575	.500	-.423
		.803	-.229	.300	-1.123	.550	-.479	.550	-.422
		.882	-.298	.350	-.855	.600	-.383	.600	-.409
		.961	-.152	.400	-.546	.650	-.311	.650	-.384
				.450	-.433	.703	-.257	.700	-.365
				.500	-.422	.750	-.199	.990	-.360
				.550	-.427	.853	-.072	.850	-.149
				.600	-.430	.950	.072	.950	.030
				.650	-.392			.990	.105
				.700	-.358				
				.800	-.208				
				.900	-.030				
				.950	.066				
				.990	.136				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.046	.005	.961	.005	.937	.005	.912	.005	.821
.222	-.025	.025	.303	.025	.307	.025	.325	.025	.265
.338	-.149	.050	.095	.050	.107	.050	.019	.050	-.004
.448	-.234	.100	-.112	.100	-.037	.100	-.046	.100	-.082
.527	-.290	.120	-.139	.180	-.148	.180	-.178	.180	-.126
.605	-.303	.180	-.174	.400	-.293	.300	-.223	.300	-.207
.684	-.308	.250	-.227	.500	-.218	.400	-.284	.400	-.256
.724	-.276	.300	-.264	.600	-.286	.500	-.306	.500	-.266
.763	-.136	.400	-.325	.650	-.165	.600	-.244	.600	-.194
.803	-.020	.500	-.361	.700	-.033	.650	-.123	.650	-.120
.842	.086	.600	-.319	.750	.083	.700	-.011	.700	-.028
.921	.169	.650	-.177	.800	.178	.750	.109	.750	.107
.961	.177	.700	-.073	.900	.269	.800	.186	.800	.216
		.750	.058	.950	.284				
		.800	.139						
		.900	.244						
		.950	.263						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(f) M = 0.775 - Concluded

$\alpha = 4.95^\circ$; $C_L = 0.586$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.532	.223	-.680	0.000	-.794	0.000	-.878	0.000	-.884
.747	-.431	.346	-.842	.003	-.263	.010	-1.055	.010	-.846
.763	-.463	.448	-.859	.010	-1.146	.030	-1.419	.030	-1.410
.778	-.347	.687	-.543	.020	-1.435	.050	-1.420	.050	-1.441
		.927	-.420	.025	-1.548	.100	-1.351	.100	-1.341
		.966	-.314	.030	-1.664	.180	-1.365	.180	-1.329
		.605	-.229	.050	-1.752	.300	-.837	.300	-1.053
		.669	-.211	.100	-1.684	.350	-.753	.350	-.777
		.684	-.246	.120	-1.661	.400	-.722	.400	-.684
		.724	-.313	.180	-1.608	.450	-.682	.450	-.635
		.763	-.276	.250	-1.202	.500	-.630	.500	-.588
		.803	-.237	.300	-1.090	.550	-.566	.550	-.524
		.882	-.303	.350	-.790	.600	-.501	.600	-.439
		.961	-.158	.400	-.607	.650	-.418	.650	-.370
				.450	-.486	.700	-.346	.700	-.299
				.500	-.433	.750	-.293	.990	-.048
				.550	-.443	.850	-.190		
				.600	-.423	.950	-.093		
				.650	-.396				
				.700	-.361				
				.800	-.231				
				.900	-.072				
				.950	.018				
				.990	.087				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.085	.005	-.991	.005	-.961	.005	-.954	.005	-.854
.222	.010	.025	.392	.025	.403	.025	.405	.025	.339
.338	-.108	.050	-.183	.050	.165	.050	.125	.050	.050
.448	-.194	.100	-.028	.100	.023	.100	.014	.100	-.046
.527	-.264	.120	-.057	.180	-.096	.180	-.126	.180	-.090
.605	-.290	.180	-.118	.400	-.273	.300	-.144	.300	-.190
.684	-.294	.250	-.175	.500	-.320	.400	-.269	.400	-.249
.724	-.216	.300	-.222	.600	-.308	.500	-.303	.500	-.269
.763	-.133	.400	-.287	.650	-.197	.600	-.264	.600	-.201
.803	-.017	.500	-.345	.700	-.067	.650	-.150	.650	-.129
.842	.089	.600	-.320	.750	.042	.700	-.038	.700	-.038
.921	.172	.650	-.203	.800	.142	.750	.082	.750	.092
.961	.178	.700	-.081	.900	.219	.800	.157	.800	.207
		.750	.045	.950	.229				
		.800	.126						
		.900	.229						
		.950	.243						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(g) $M = 0.80$

$\alpha = -0.04^\circ$; $C_L = 0.017$

		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913			
FUSELAGE				WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP		
.731	-.553	.223	-.352	0.000	1.030	0.000	1.023	0.000	.977
.747	-.559	.346	-.452	.003	.518	.010	-.232	.010	-.038
.763	-.473	.448	-.382	.010	-.331	.030	-.544	.030	-.466
.778	-.334	.487	-.333	.020	-.620	.050	-.552	.050	-.688
		.527	-.266	.025	-.747	.100	-.545	.100	-.470
		.566	-.181	.030	-.844	.180	-.581	.180	-.430
		.605	-.104	.050	-.759	.300	-.563	.300	-.432
		.664	-.110	.100	-.589	.350	-.489	.350	-.377
		.684	-.179	.120	-.599	.400	-.501	.400	-.387
		.724	-.335	.180	-.483	.450	-.508	.450	-.390
		.763	-.382	.250	-.458	.500	-.502	.500	-.385
		.803	-.310	.300	-.440	.550	-.501	.550	-.392
		.882	-.749	.350	-.429	.600	-.491	.600	-.383
		.961	-.180	.400	-.414	.650	-.425	.650	-.349
				.450	-.413	.700	-.349	.700	-.332
				.500	-.420	.750	-.275	.750	-.330
				.550	-.460	.850	-.088	.850	-.115
				.600	-.509	.950	.093	.950	.066
				.650	-.477			.990	.133
				.700	-.413				
				.800	-.224				
				.900	-.026				
				.950	.075				
				.990	.142				

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(g) M = 0.80 - Continued

$\alpha = 1.00^\circ$; $C_L = 0.180$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.551	.223	-.418	0.000	1.009	0.000	1.023	0.000	1.034	0.000	.987
.747	-.694	.346	-.574	.003	.350	.010	-.428	.010	-.241	.010	-.073
.763	-.457	.448	-.433	.010	-.488	.030	-.785	.030	-.734	.030	-.721
.778	-.329	.487	-.368	.020	-.847	.050	-.696	.050	-.758	.050	-.747
		.527	-.294	.025	-.966	.100	-.742	.100	-.597	.100	-.797
		.566	-.203	.030	-1.735	.180	-.727	.180	-.699	.180	-.492
		.605	-.123	.050	-1.045	.300	-.704	.300	-.764	.300	-.525
		.669	-.124	.100	-.815	.350	-.579	.350	-.669	.350	-.437
		.684	-.193	.120	-.850	.400	-.538	.400	-.471	.400	-.411
		.724	-.333	.180	-.721	.450	-.527	.450	-.432	.450	-.416
		.763	-.383	.250	-.555	.500	-.531	.500	-.455	.500	-.413
		.803	-.303	.300	-.492	.550	-.512	.550	-.458	.550	-.418
		.882	-.341	.350	-.464	.600	-.498	.600	-.448	.600	-.406
		.961	-.172	.400	-.445	.650	-.436	.650	-.415	.650	-.365
				.450	-.442	.700	-.347	.700	-.341	.700	-.348
				.500	-.452	.750	-.271	.990	.106	.750	-.339
				.550	-.479	.850	-.082			.850	-.119
				.600	-.528	.950	.090			.950	.063
				.650	-.496					.990	.127
				.700	-.428						
				.800	-.219						
				.900	-.024						
				.950	.072						
				.990	.136						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.789	.005	.736
.025	-.137	.025	-.041
.050	-.285	.050	-.331
.100	-.453	.100	-.408
.120	-.441	.180	-.442
.180	-.448	.400	-.527
.250	-.504	.500	-.496
.300	-.522	.600	-.353
.400	-.520	.650	-.198
.500	-.567	.700	-.058
.600	-.387	.750	.054
.650	-.233	.800	.139
.700	-.097	.900	.238
.750	.024	.950	.264
.800	.104		
.900	.209		
.950	.236		

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.702	.005	.557	.005	.702	.005	.557
.025	-.074	.025	-.095	.025	-.074	.025	-.095
.050	-.409	.050	-.441	.050	-.409	.050	-.441
.100	-.401	.100	-.382	.100	-.401	.100	-.382
.180	-.498	.180	-.360	.180	-.498	.180	-.360
.300	-.446	.300	-.371	.300	-.446	.300	-.371
.400	-.488	.400	-.402	.400	-.488	.400	-.402
.500	-.443	.500	-.378	.500	-.443	.500	-.378
.600	-.296	.600	-.254	.600	-.296	.600	-.254
.650	-.155	.650	-.151	.650	-.155	.650	-.151
.700	-.028	.700	-.040	.700	-.028	.700	-.040
.750	.088	.750	.090	.750	.088	.750	.090
.800	.163	.800	.189	.800	.163	.800	.189

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(g) $M = 0.80$ - Continued

$\alpha = 1.42^\circ$; $C_L = 0.207$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.552	.223	-.444	0.000	1.004	0.000	1.021	0.000	1.031
.747	-.655	.346	-.613	.003	.309	.010	-.501	.010	-.292
.763	-.462	.448	-.457	.010	-.586	.030	-.882	.030	-.885
.778	-.328	.487	-.382	.020	-.898	.050	-.834	.050	-.785
		.527	-.301	.025	-1.025	.100	-.779	.100	-.768
		.566	-.211	.030	-1.076	.180	-.796	.180	-.719
		.605	-.134	.050	-1.082	.300	-.905	.300	-.844
		.669	-.134	.100	-.918	.350	-.780	.350	-.859
		.684	-.197	.120	-.885	.400	-.517	.400	-.726
		.724	-.341	.180	-.778	.450	-.485	.450	-.404
		.763	-.385	.250	-.828	.500	-.483	.500	-.384
		.803	-.316	.300	-.488	.550	-.485	.550	-.434
		.882	-.339	.350	-.457	.600	-.477	.600	-.433
		.961	-.169	.400	-.439	.650	-.422	.650	-.398
				.450	-.445	.700	-.343	.700	-.335
				.500	-.450	.750	-.267	.750	-.107
				.550	-.483	.850	-.083	.850	-.120
				.600	-.535	.950	.091	.950	.059
				.650	-.508			.990	.125
				.700	-.437				
				.800	-.218				
				.900	-.022				
				.950	.076				
				.990	.138				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.082	.005	.813	.005	.767	.005	.719	.005	.592
.222	-.149	.025	-.082	.025	-.029	.025	-.018	.025	-.078
.338	-.264	.050	-.196	.050	-.279	.050	-.328	.050	-.354
.448	-.367	.100	-.415	.100	-.347	.100	-.351	.100	-.334
.527	-.456	.120	-.404	.180	-.406	.180	-.444	.180	-.313
.605	-.431	.180	-.416	.400	-.495	.300	-.437	.300	-.348
.684	-.401	.250	-.457	.500	-.475	.400	-.471	.400	-.377
.724	-.274	.300	-.484	.600	-.347	.500	-.433	.500	-.366
.763	-.170	.400	-.508	.650	-.195	.600	-.302	.600	-.246
.803	-.047	.500	-.557	.700	-.054	.650	-.152	.650	-.149
.842	.059	.600	-.381	.750	.060	.700	-.023	.700	-.033
.921	.148	.650	-.230	.800	.147	.750	.091	.750	.093
.961	.159	.700	-.091	.900	.246	.800	.167	.800	.194
		.750	.031	.950	.261				
		.800	.104						
		.900	.222						
		.950	.240						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(g) $M = 0.80$ - Continued

$\alpha = 1.92^\circ$; $C_L = 0.274$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.559	.223	-.471	0.000	.984	0.000	1.009	0.000	1.025	0.000	.982
.747	-.688	.346	-.640	.003	.217	.010	-.584	.010	-.369	.010	-.177
.763	-.440	.448	-.547	.010	-.670	.030	-.967	.030	-.977	.030	-.932
.778	-.326	.487	-.421	.020	-1.301	.050	-.936	.050	-.977	.050	-.953
		.527	-.321	.025	-1.143	.100	-.838	.100	-.843	.100	-.887
		.566	-.225	.030	-1.219	.180	-.934	.180	-.851	.180	-.843
		.605	-.141	.050	-1.193	.300	-.961	.300	-.901	.300	-.641
		.669	-.141	.100	-1.045	.350	-.995	.350	-.935	.350	-.615
		.684	-.207	.120	-.978	.400	-.804	.400	-.923	.400	-.450
		.724	-.348	.180	-.909	.450	-.494	.450	-.685	.450	-.421
		.763	-.380	.250	-.863	.500	-.447	.500	-.372	.500	-.412
		.803	-.304	.300	-.816	.550	-.447	.550	-.372	.550	-.418
		.882	-.338	.350	-.471	.600	-.432	.600	-.378	.600	-.406
		.961	-.163	.400	-.430	.650	-.394	.650	-.356	.650	-.372
				.450	-.426	.700	-.338	.700	-.319	.700	-.351
				.500	-.445	.750	-.261	.990	.107	.750	-.345
				.550	-.476	.850	-.081			.850	-.122
				.600	-.528	.950	.090			.950	.059
				.650	-.495					.990	.129
				.700	-.423						
				.800	-.218						
				.900	-.023						
				.950	.072						
				.990	.135						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.058	.005	.846	.005	.809	.005	.808	.005	.643	.005	.643
.222	-.130	.025	.019	.025	.058	.025	.061	.025	.017	.025	.017
.338	-.242	.050	-.129	.050	-.187	.050	-.238	.050	-.266	.050	-.266
.448	-.338	.100	-.339	.100	-.284	.100	-.273	.100	-.281	.100	-.281
.527	-.426	.120	-.327	.180	-.350	.180	-.366	.180	-.279	.180	-.279
.605	-.401	.180	-.360	.400	-.471	.300	-.393	.300	-.322	.300	-.322
.684	-.386	.250	-.406	.500	-.441	.400	-.431	.400	-.365	.400	-.365
.724	-.273	.300	-.420	.600	-.344	.500	-.412	.500	-.344	.500	-.344
.763	-.169	.400	-.474	.650	-.195	.600	-.292	.600	-.240	.600	-.240
.803	-.042	.500	-.507	.700	-.052	.650	-.146	.650	-.147	.650	-.147
.842	.066	.600	-.373	.750	.064	.700	-.022	.700	-.034	.700	-.034
.921	.152	.650	-.227	.800	.156	.750	.095	.750	.097	.750	.097
.961	.163	.700	-.089	.900	.251	.800	.172	.800	.200	.800	.200
		.750	.044	.950	.268						
		.800	.116								
		.900	.226								
		.950	.245								

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(g) $M = 0.80$ - Continued

$\alpha = 2.46^\circ$; $C_L = 0.347$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.572	.223	-.499	0.000	.970	0.000	.996	0.000	1.024	0.000	.977								
.747	-.655	.346	-.703	.003	.168	.010	-.660	.010	-.425	.010	-.251								
.763	-.437	.448	-.749	.010	-.728	.030	-1.046	.030	-1.022	.030	-.978								
.778	-.325	.487	-.456	.020	-1.049	.050	-1.024	.050	-1.053	.050	-1.053								
		.527	-.344	.025	-1.203	.100	-.952	.100	-.945	.100	-.982								
		.566	-.243	.030	-1.298	.180	-.971	.180	-.958	.180	-.941								
		.605	-.159	.050	-1.339	.300	-1.057	.300	-1.000	.300	-.728								
		.669	-.153	.100	-1.210	.350	-1.053	.350	-1.007	.350	-.647								
		.684	-.213	.120	-1.009	.400	-1.059	.400	-1.008	.400	-.552								
		.724	-.357	.180	-.946	.450	-1.001	.450	-.954	.450	-.456								
		.763	-.395	.250	-.948	.500	-.510	.500	-.503	.500	-.405								
		.803	-.346	.300	-.925	.550	-.400	.550	-.344	.550	-.411								
		.882	-.334	.350	-.805	.600	-.365	.600	-.324	.600	-.400								
		.961	-.155	.400	-.467	.650	-.332	.650	-.313	.650	-.371								
				.450	-.424	.700	-.297	.700	-.274	.700	-.353								
				.500	-.431	.750	-.229	.750	.105	.750	-.342								
				.550	-.457	.850	-.075	.850		.850	-.124								
				.600	-.495	.950	.090	.950		.950	.056								
				.650	-.471					.990	.123								
				.700	-.409														
				.800	-.215														
				.900	-.020														
				.950	.073														
				.990	.138														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.022	.005	.878	.005	.851	.005	.814	.005	.705	.005	.705	.005	.705				
		.222	-.096	.025	.073	.025	.135	.025	.113	.025	.090	.025	.090	.025	.090				
		.338	-.221	.050	-.088	.050	-.110	.050	-.194	.050	-.220	.050	-.220	.050	-.220				
		.448	-.317	.100	-.286	.100	-.208	.100	-.220	.100	-.228	.100	-.228	.100	-.228				
		.527	-.394	.120	-.278	.180	-.298	.180	-.326	.180	-.246	.180	-.246	.180	-.246				
		.605	-.399	.180	-.308	.400	-.423	.300	-.344	.300	-.297	.300	-.297	.300	-.297				
		.684	-.375	.250	-.361	.500	-.433	.400	-.400	.400	-.343	.400	-.343	.400	-.343				
		.724	-.259	.300	-.399	.600	-.340	.500	-.399	.500	-.336	.500	-.336	.500	-.336				
		.763	-.161	.400	-.444	.650	-.184	.600	-.288	.600	-.231	.600	-.231	.600	-.231				
		.803	-.040	.500	-.479	.700	-.043	.650	-.146	.650	-.136	.650	-.136	.650	-.136				
		.842	.070	.600	-.367	.750	.069	.700	-.017	.700	-.027	.700	-.027	.700	-.027				
		.921	.159	.650	-.220	.800	.164	.750	.102	.750	.100	.750	.100	.750	.100				
		.961	.165	.700	-.082	.900	.262	.800	.179	.800	.206	.800	.206	.800	.206				
				.750	.044	.950	.278												
				.800	.121														
				.900	.232														
				.950	.250														

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(g) M = 0.80 - Continued

$\alpha = 2.95^\circ$; $C_L = 0.413$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913			
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.579	.223	-.518	0.000	.938	0.000	.978	0.000	1.011	0.000	.967
.747	-.682	.346	-.735	.003	.085	.010	-.741	.010	-.498	.010	-.322
.763	-.428	.448	-.736	.010	-.791	.030	-1.098	.030	-1.079	.030	-1.030
.778	-.316	.487	-.563	.020	-1.127	.050	-1.090	.050	-1.138	.050	-1.110
		.527	-.382	.025	-1.273	.100	-1.017	.100	-1.020	.100	-1.042
		.566	-.267	.030	-1.359	.180	-1.042	.180	-1.016	.180	-.975
		.605	-.178	.050	-1.423	.300	-1.105	.300	-1.078	.300	-.835
		.669	-.170	.100	-1.274	.350	-1.115	.350	-1.076	.350	-.765
		.684	-.226	.120	-1.295	.400	-1.115	.400	-1.078	.400	-.664
		.724	-.356	.180	-.968	.500	-1.093	.450	-1.064	.450	-.458
		.763	-.389	.250	-.990	.500	-.608	.500	-.595	.500	-.402
		.803	-.338	.300	-1.008	.550	-.485	.550	-.441	.550	-.401
		.882	-.324	.350	-.981	.600	-.412	.600	-.340	.600	-.371
		.961	-.157	.400	-.686	.650	-.317	.650	-.292	.650	-.367
				.450	-.455	.700	-.258	.700	-.245	.700	-.346
				.500	-.424	.750	-.203	.990	.105	.750	-.339
				.550	-.443	.850	-.062			.850	-.126
				.600	-.466	.950	.087			.950	.052
				.650	-.429					.990	.120
				.700	-.381						
				.800	-.203						
				.900	-.020						
				.950	.073						
				.990	.134						

WING LOWER SURFACE											
X/C		CP	X/C		CP	X/C		CP	X/C		CP
.148	-.006		.005	.913		.005	.867		.005	.852	
.222	-.070		.025	.166		.025	.214		.025	.194	
.338	-.200		.050	-.026		.050	-.038		.050	-.123	
.448	-.282		.100	-.205		.100	-.160		.100	-.158	
.527	-.363		.120	-.212		.180	-.253		.180	-.274	
.605	-.367		.180	-.265		.400	-.387		.300	-.321	
.684	-.346		.250	-.317		.500	-.405		.400	-.376	
.724	-.245		.300	-.353		.600	-.324		.500	-.381	
.763	-.147		.400	-.402		.650	-.179		.600	-.281	
.803	-.031		.500	-.451		.700	-.042		.650	-.140	
.842	.078		.600	-.359		.750	.072		.700	-.014	
.921	.165		.650	-.210		.800	.168		.750	.103	
.961	.175		.700	-.075		.900	.262		.800	.184	
			.750	.050		.950	.282				
			.800	.136							
			.900	.241							
			.950	.261							

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(g) M = 0.80 - Continued

$\alpha = 3.95^\circ$; $C_L = 0.501$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.584	.223	-.590	0.000	.885	0.000	.938	0.000	.990	0.000	.940
.747	-.526	.346	-.765	.003	-.325	.010	-.828	.010	-.593	.010	-.416
.763	-.440	.448	-.924	.010	-.926	.030	-1.199	.030	-1.179	.030	-1.134
.778	-.319	.487	-.681	.020	-1.208	.050	-1.201	.050	-1.217	.050	-1.211
		.527	-.457	.025	-1.343	.100	-1.152	.100	-1.125	.100	-1.146
		.566	-.326	.030	-1.451	.180	-1.165	.180	-1.128	.180	-1.077
		.605	-.225	.050	-1.526	.300	-1.222	.300	-1.169	.300	-.988
		.669	-.195	.100	-1.459	.350	-1.215	.350	-1.048	.350	-.897
		.684	-.238	.120	-1.405	.400	-.899	.400	-.888	.400	-.704
		.724	-.354	.180	-1.356	.450	-.665	.450	-.588	.450	-.509
		.763	-.359	.250	-1.046	.500	-.579	.500	-.536	.500	-.382
		.803	-.299	.300	-1.060	.550	-.531	.550	-.492	.550	-.381
		.882	-.318	.350	-1.065	.600	-.482	.600	-.443	.600	-.388
		.961	-.153	.400	-1.031	.650	-.425	.650	-.391	.650	-.376
				.450	-.555	.700	-.351	.700	-.327	.700	-.358
				.500	-.446	.750	-.294	.990	-.043	.750	-.362
				.550	-.406	.850	-.173			.850	-.155
				.600	-.402	.950	-.046			.950	.029
				.650	-.392					.990	.094
				.700	-.347						
				.800	-.213						
				.900	-.034						
				.950	.054						
				.990	.117						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.957	.005	.923
.025	.767	.025	.297
.050	.086	.050	.049
.100	-.138	.100	-.080
.120	-.150	.180	-.174
.180	-.205	.400	-.357
.250	-.260	.500	-.388
.300	-.290	.600	-.347
.400	-.372	.650	-.196
.500	-.426	.700	-.072
.600	-.359	.750	.057
.650	-.220	.800	.141
.700	-.085	.900	.231
.750	.046	.950	.235
.800	.129		
.900	.240		
.950	.261		

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(g) M = 0.80 - Concluded

$\alpha = 4.95^\circ$; $C_L = 0.542$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.543	.223	-.656	0.000	-.834	0.000	-.918	0.000	-.974	0.000	-.915	0.000	-.974	0.000	-.915				
.747	-.489	.346	-.782	.003	-.141	.010	-.925	.010	-.699	.010	-.506	.010	-.699	.010	-.506				
.763	-.485	.448	-.975	.010	-1.015	.030	-1.273	.030	-1.273	.030	-1.212	.030	-1.273	.030	-1.212				
.778	-.343	.487	-.641	.020	-1.296	.050	-1.286	.050	-1.321	.050	-1.290	.050	-1.321	.050	-1.290				
		.527	-.442	.025	-1.415	.100	-1.220	.100	-1.217	.100	-1.239	.100	-1.217	.100	-1.239				
		.566	-.320	.030	-1.522	.180	-1.247	.180	-1.209	.180	-1.158	.180	-1.209	.180	-1.158				
		.605	-.223	.050	-1.604	.300	-.850	.300	-.823	.300	-1.028	.300	-.823	.300	-1.028				
		.669	-.188	.100	-1.555	.350	-.649	.350	-.649	.350	-.736	.350	-.649	.350	-.736				
		.684	-.228	.120	-1.532	.400	-.645	.400	-.600	.400	-.518	.400	-.600	.400	-.518				
		.724	-.325	.180	-1.481	.450	-.614	.450	-.576	.450	-.412	.450	-.576	.450	-.412				
		.763	-.323	.250	-.979	.500	-.568	.500	-.551	.500	-.391	.500	-.551	.500	-.391				
		.803	-.268	.300	-.869	.550	-.526	.550	-.516	.550	-.408	.550	-.516	.550	-.408				
		.882	-.326	.350	-.791	.600	-.479	.600	-.468	.600	-.409	.600	-.468	.600	-.409				
		.961	-.173	.400	-.738	.650	-.433	.650	-.423	.650	-.393	.650	-.423	.650	-.393				
				.450	-.644	.700	-.388	.700	-.365	.700	-.385	.700	-.365	.700	-.385				
				.500	-.566	.750	-.335	.750	-.153	.750	-.385	.750	-.153	.750	-.385				
				.550	-.508	.850	-.253	.850		.850	-.174	.850		.850	-.174				
				.600	-.446	.950	-.215	.950		.950	-.011	.950		.950	-.011				
				.650	-.390					.990	.052	.990		.990	.052				
				.700	-.360														
				.800	-.248														
				.900	-.145														
				.950	-.065														
				.990	-.019														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.091	.005	.987	.005	.949	.005	.938	.005	.938	.005	.817	.005	.938	.005	.817				
.222	.008	.025	.369	.025	.384	.025	.366	.025	.366	.025	.316	.025	.366	.025	.316				
.338	-.127	.050	.171	.050	.128	.050	.096	.050	.096	.050	.013	.050	.096	.050	.013				
.448	-.216	.100	-.058	.100	-.000	.100	-.019	.100	-.019	.100	-.071	.100	-.019	.100	-.071				
.527	-.299	.120	-.071	.180	-.131	.180	-.161	.180	-.161	.180	-.133	.180	-.161	.180	-.133				
.605	-.327	.130	-.145	.400	-.330	.300	-.243	.300	-.243	.300	-.234	.300	-.243	.300	-.234				
.684	-.339	.250	-.208	.500	-.393	.400	-.332	.400	-.332	.400	-.296	.400	-.332	.400	-.296				
.724	-.245	.300	-.256	.600	-.381	.500	-.391	.500	-.391	.500	-.328	.500	-.391	.500	-.328				
.763	-.151	.400	-.330	.650	-.242	.600	-.330	.600	-.330	.600	-.246	.600	-.330	.600	-.246				
.803	-.029	.500	-.419	.700	-.101	.650	-.189	.650	-.189	.650	-.163	.650	-.189	.650	-.163				
.842	.077	.600	-.380	.750	.012	.700	-.074	.700	-.074	.700	-.060	.700	-.074	.700	-.060				
.921	.166	.650	-.235	.800	.108	.750	.050	.750	.050	.750	.074	.750	.050	.750	.074				
.961	.171	.700	-.113	.900	.190	.800	.127	.800	.127	.800	.189	.800	.127	.800	.189				
		.750	.014	.950	.175														
		.800	.104																
		.900	.199																
		.950	.204																

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(h) $M = 0.825$

$\alpha = -0.04^\circ$; $C_L = 0$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.496	.223	-.333	0.000	1.051	0.000	1.044	0.000	1.035	0.000	1.035	0.000	.980						
.747	-.814	.346	-.512	.003	.539	.010	-.207	.010	-.020	.010	-.020	.010	.112						
.763	-.469	.448	-.379	.010	-.288	.030	-.501	.030	-.467	.030	-.467	.030	-.500						
.778	-.299	.487	-.320	.020	-.585	.050	-.543	.050	-.560	.050	-.560	.050	-.634						
		.527	-.247	.025	-.694	.100	-.510	.100	-.461	.100	-.461	.100	-.497						
		.566	-.157	.030	-.726	.180	-.611	.180	-.564	.180	-.564	.180	-.425						
		.605	-.076	.050	-.890	.300	-.583	.300	-.698	.300	-.698	.300	-.562						
		.669	-.077	.100	-.584	.350	-.505	.350	-.681	.350	-.681	.350	-.478						
		.684	-.146	.120	-.598	.400	-.518	.400	-.693	.400	-.693	.400	-.448						
		.724	-.296	.180	-.602	.450	-.538	.450	-.561	.450	-.561	.450	-.399						
		.763	-.352	.250	-.503	.500	-.554	.500	-.451	.500	-.451	.500	-.391						
		.803	-.334	.300	-.451	.550	-.585	.550	-.442	.550	-.442	.550	-.408						
		.882	-.580	.350	-.423	.600	-.589	.600	-.457	.600	-.457	.600	-.402						
		.961	-.149	.400	-.396	.650	-.530	.650	-.430	.650	-.430	.650	-.365						
				.450	-.397	.700	-.343	.700	-.334	.700	-.334	.700	-.341						
				.500	-.410	.750	-.247	.750	-.109	.750	-.109	.750	-.329						
				.550	-.451	.850	-.063	.850		.850		.850	-.103						
				.600	-.526	.950	.106	.950		.950		.950	.076						
				.650	-.534					.990		.990	.142						
				.700	-.619														
				.800	-.207														
				.900	-.000														
				.950	.087														
				.990	.144														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.142	.005	.671	.005	.611	.035	.554	.005	.399	.005	.399	.005	.399				
		.222	-.202	.025	-.307	.025	-.217	.025	-.227	.025	-.232	.025	-.232	.025	-.232				
		.338	-.335	.050	-.434	.050	-.502	.050	-.575	.050	-.563	.050	-.563	.050	-.563				
		.448	-.428	.100	-.591	.100	-.559	.100	-.574	.100	-.557	.100	-.557	.100	-.557				
		.527	-.554	.120	-.581	.160	-.580	.180	-.626	.180	-.547	.180	-.547	.180	-.547				
		.605	-.644	.180	-.593	.400	-.725	.300	-.684	.300	-.541	.300	-.541	.300	-.541				
		.684	-.687	.250	-.549	.500	-.804	.400	-.701	.400	-.561	.400	-.561	.400	-.561				
		.724	-.285	.300	-.599	.600	-.283	.500	-.700	.500	-.441	.500	-.441	.500	-.441				
		.763	-.172	.400	-.678	.650	-.166	.600	-.248	.600	-.261	.600	-.261	.600	-.261				
		.803	-.072	.500	-.775	.700	-.080	.650	-.132	.650	-.157	.650	-.157	.650	-.157				
		.842	.015	.600	-.369	.750	-.010	.700	-.023	.700	-.034	.700	-.034	.700	-.034				
		.921	.116	.650	-.210	.800	.053	.750	.061	.750	.083	.750	.083	.750	.083				
		.961	.147	.700	-.124	.900	.157	.800	.127	.800	.171	.800	.171	.800	.171				
				.750	-.064	.950	.204												
				.800	.004														
				.900	.127														
				.950	.194														

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 0.96^\circ$; $C_L = 0.141$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.500	.223	-.391	0.000	1.033	0.000	1.042	0.030	1.042	0.030	1.042	0.030	1.042	0.000	.990				
.747	-.798	.346	-.568	.003	.398	.010	-.349	.010	-.142	.010	-.142	.010	-.005	.010	-.005				
.763	-.470	.448	-.516	.010	-.439	.030	-.713	.030	-.690	.030	-.690	.030	-.648	.030	-.648				
.778	-.295	.487	-.363	.020	-.775	.050	-.631	.050	-.681	.050	-.681	.050	-.691	.050	-.691				
		.527	-.272	.025	-.885	.100	-.692	.100	-.637	.100	-.637	.100	-.764	.100	-.764				
		.566	-.178	.030	-.960	.180	-.735	.180	-.654	.180	-.654	.180	-.579	.180	-.579				
		.605	-.098	.050	-.981	.300	-.819	.300	-.796	.300	-.796	.300	-.636	.300	-.636				
		.669	-.097	.100	-.841	.350	-.834	.350	-.838	.350	-.838	.350	-.620	.350	-.620				
		.684	-.158	.120	-.752	.400	-.778	.400	-.817	.400	-.817	.400	-.632	.400	-.632				
		.724	-.304	.180	-.735	.450	-.578	.450	-.846	.450	-.846	.450	-.597	.450	-.597				
		.763	-.365	.250	-.745	.500	-.574	.500	-.819	.500	-.819	.500	-.531	.500	-.531				
		.803	-.349	.300	-.753	.550	-.571	.550	-.479	.550	-.479	.550	-.384	.550	-.384				
		.882	-.508	.350	-.655	.600	-.567	.600	-.329	.600	-.329	.600	-.370	.600	-.370				
		.961	-.149	.400	-.392	.650	-.443	.650	-.312	.650	-.312	.650	-.348	.650	-.348				
				.450	-.397	.700	-.317	.700	-.279	.700	-.279	.700	-.333	.700	-.333				
				.500	-.418	.750	-.237	.750	.111	.750	.111	.750	-.323	.750	-.323				
				.550	-.467	.850	-.061	.850		.850		.850	-.101	.850	-.101				
				.600	-.532	.950	.100	.950		.950		.950	.074	.950	.074				
				.650	-.549					.990		.990	.137	.990	.137				
				.700	-.627														
				.800	-.206														
				.900	-.301														
				.950	.085														
				.990	.137														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.099	.005	.792	.005	.714	.005	.681	.005	.681	.005	.528	.005	.528	.005	.528				
.222	-.164	.025	-.128	.025	-.091	.025	-.108	.025	-.108	.025	-.116	.025	-.116	.025	-.116				
.338	-.288	.050	-.260	.050	-.350	.050	-.405	.050	-.405	.050	-.487	.050	-.487	.050	-.487				
.448	-.388	.100	-.468	.100	-.431	.100	-.418	.100	-.418	.100	-.398	.100	-.398	.100	-.398				
.527	-.505	.120	-.449	.180	-.443	.180	-.538	.180	-.538	.180	-.418	.180	-.418	.180	-.418				
.605	-.591	.180	-.434	.400	-.622	.300	-.565	.300	-.565	.300	-.410	.300	-.410	.300	-.410				
.684	-.476	.250	-.494	.500	-.703	.400	-.610	.400	-.610	.400	-.476	.400	-.476	.400	-.476				
.724	-.274	.300	-.528	.600	-.297	.500	-.491	.500	-.491	.500	-.419	.500	-.419	.500	-.419				
.763	-.167	.400	-.615	.650	-.160	.600	-.284	.600	-.284	.600	-.256	.600	-.256	.600	-.256				
.803	-.050	.500	-.706	.700	-.047	.650	-.140	.650	-.140	.650	-.152	.650	-.152	.650	-.152				
.842	.041	.600	-.375	.750	.047	.700	-.018	.700	-.018	.700	-.032	.700	-.032	.700	-.032				
.921	.137	.650	-.197	.800	.120	.750	.085	.750	.085	.750	.093	.750	.093	.750	.093				
.961	.159	.700	-.076	.900	.219	.800	.159	.800	.159	.800	.186	.800	.186	.800	.186				
		.750	.011	.950	.249														
		.800	.074																
		.900	.197																
		.950	.226																

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(h) M = 0.825 - Continued

$\alpha = 1.40^\circ$; $C_L = 0.204$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.510	.223	-.418	0.000	1.019	0.000	1.028	0.000	1.039	0.000	.982								
.747	-.802	.346	-.591	.003	.351	.010	-.443	.010	-.208	.010	-.068								
.763	-.462	.448	-.692	.010	-.492	.030	-.793	.030	-.751	.030	-.747								
.778	-.290	.487	-.414	.020	-.840	.050	-.759	.050	-.740	.050	-.790								
		.527	-.294	.025	-.975	.100	-.730	.100	-.713	.100	-.789								
		.566	-.195	.030	-1.045	.180	-.742	.180	-.720	.180	-.643								
		.605	-.111	.050	-1.035	.300	-.886	.300	-.853	.300	-.640								
		.669	-.109	.100	-.877	.350	-.904	.350	-.856	.350	-.641								
		.684	-.164	.120	-.851	.400	-.882	.400	-.862	.400	-.659								
		.724	-.305	.180	-.782	.450	-.809	.450	-.891	.450	-.653								
		.763	-.365	.250	-.785	.500	-.690	.500	-.897	.500	-.586								
		.803	-.351	.300	-.818	.550	-.562	.550	-.713	.550	-.434								
		.882	-.565	.350	-.783	.600	-.503	.600	-.367	.600	-.363								
		.961	-.141	.400	-.417	.650	-.395	.650	-.287	.650	-.339								
				.450	-.394	.700	-.296	.700	-.240	.700	-.322								
				.500	-.414	.750	-.230	.990	.114	.750	-.320								
				.550	-.452	.850	-.054			.850	-.098								
				.600	-.528	.950	.101			.950	.074								
				.650	-.554					.990	.132								
				.700	-.605														
				.800	-.208														
				.900	-.000														
				.950	.082														
				.990	.135														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.072	.005	.819	.005	.755	.005	.728	.005	.563										
.222	-.148	.025	-.073	.025	.002	.025	-.041	.025	-.050										
.338	-.272	.050	-.215	.050	-.280	.050	-.377	.050	-.404										
.448	-.376	.100	-.405	.100	-.357	.100	-.366	.100	-.356										
.527	-.486	.120	-.386	.180	-.415	.180	-.483	.180	-.387										
.605	-.555	.180	-.410	.400	-.564	.300	-.491	.300	-.391										
.684	-.442	.250	-.463	.500	-.637	.400	-.559	.400	-.444										
.724	-.279	.300	-.508	.600	-.322	.500	-.500	.500	-.408										
.763	-.166	.400	-.581	.650	-.170	.600	-.284	.600	-.253										
.803	-.046	.500	-.668	.700	-.046	.650	-.142	.650	-.151										
.842	.050	.600	-.374	.750	.056	.700	-.019	.700	-.033										
.921	.142	.650	-.204	.800	.133	.750	.087	.750	.094										
.961	.160	.700	-.079	.900	.227	.800	.161	.800	.190										
		.750	.023	.950	.258														
		.800	.091																
		.900	.207																
		.950	.238																

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 1.87^\circ$; $C_L = 0.267$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.519	.223	-.443	0.000	.997	0.000	1.029	0.000	1.034	0.000	.989
.747	-.827	.346	-.635	.003	.279	.010	-.500	.010	-.280	.010	-.134
.763	-.456	.448	-.721	.010	-.574	.030	-.863	.030	-.881	.030	-.798
.778	-.292	.487	-.514	.020	-.892	.050	-.838	.050	-.862	.050	-.861
		.527	-.328	.025	-1.049	.100	-.769	.100	-.756	.100	-.833
		.566	-.218	.030	-1.114	.180	-.849	.180	-.816	.180	-.827
		.605	-.133	.050	-1.095	.300	-.927	.300	-.862	.300	-.616
		.669	-.120	.100	-.990	.350	-.944	.350	-.902	.350	-.640
		.684	-.175	.120	-.899	.400	-.956	.400	-.918	.400	-.679
		.724	-.313	.180	-.843	.450	-.931	.450	-.951	.450	-.699
		.763	-.376	.250	-.822	.500	-.907	.500	-.943	.500	-.701
		.803	-.357	.300	-.759	.550	-.754	.550	-.793	.550	-.511
		.882	-.575	.350	-.861	.600	-.437	.600	-.404	.600	-.369
		.961	-.140	.400	-.693	.650	-.345	.650	-.307	.650	-.329
				.450	-.407	.700	-.270	.700	-.239	.700	-.316
				.500	-.409	.750	-.205	.790	.096	.750	-.305
				.550	-.452	.850	-.053			.850	-.099
				.600	-.526	.950	.094			.950	.070
				.650	-.552					.990	.131
				.700	-.579						
				.800	-.206						
				.900	-.004						
				.950	.081						
				.990	.132						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.148	-.051	.005	.842
.222	-.123	.025	.009
.338	-.241	.050	-.134
.448	-.347	.100	-.352
.527	-.466	.120	-.335
.605	-.476	.180	-.371
.684	-.444	.250	-.435
.724	-.277	.300	-.462
.763	-.163	.400	-.537
.803	-.043	.500	-.606
.842	.059	.600	-.376
.921	.146	.650	-.206
.961	.160	.700	-.073
		.750	.033
		.800	.100
		.900	.215
		.950	.240

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.786	.005	.754	.005	.606	.005	.606
.025	.057	.025	.035	.025	.025	.025	.025
.050	-.229	.050	-.260	.050	-.350	.050	-.350
.100	-.297	.100	-.304	.100	-.318	.100	-.318
.180	-.370	.180	-.420	.180	-.331	.180	-.331
.400	-.539	.300	-.442	.300	-.374	.300	-.374
.500	-.599	.400	-.515	.400	-.428	.400	-.428
.600	-.330	.500	-.488	.500	-.398	.500	-.398
.650	-.182	.600	-.292	.600	-.254	.600	-.254
.700	-.044	.650	-.147	.650	-.149	.650	-.149
.750	.059	.700	-.021	.700	-.031	.700	-.031
.800	.142	.750	.090	.750	.094	.750	.094
.900	.238	.800	.165	.800	.193	.800	.193
.950	.260						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 2.45^\circ$; $C_L = 0.336$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.534	.223	-.479	0.000	.981	0.000	1.031	0.000	1.031	0.000	1.031	0.000	1.031	0.000	.984				
.747	-.843	.346	-.667	.003	.210	.010	-.572	.010	-.346	.010	-.175	.010	-.175	.010	-.175				
.763	-.468	.448	-.721	.010	-.626	.030	-.934	.030	-.917	.030	-.889	.030	-.889	.030	-.889				
.778	-.286	.487	-.699	.020	-.962	.050	-.926	.050	-.956	.050	-.941	.050	-.941	.050	-.941				
		.527	-.401	.025	-1.098	.100	-.848	.100	-.837	.100	-.904	.100	-.904	.100	-.904				
		.566	-.260	.030	-1.200	.180	-.894	.180	-.878	.180	-.855	.180	-.855	.180	-.855				
		.605	-.160	.050	-1.206	.300	-.979	.300	-.929	.300	-.769	.300	-.769	.300	-.769				
		.669	-.138	.100	-1.176	.350	-1.006	.350	-.986	.350	-.717	.350	-.717	.350	-.717				
		.684	-.187	.120	-1.093	.400	-1.026	.400	-.974	.400	-.723	.400	-.723	.400	-.723				
		.724	-.323	.180	-.878	.450	-1.051	.450	-.989	.450	-.745	.450	-.745	.450	-.745				
		.763	-.384	.250	-.906	.500	-1.020	.500	-.785	.500	-.679	.500	-.679	.500	-.679				
		.803	-.369	.300	-.900	.550	-.622	.550	-.525	.550	-.500	.550	-.500	.550	-.500				
		.882	-.518	.350	-.907	.600	-.434	.600	-.393	.600	-.359	.600	-.359	.600	-.359				
		.961	-.143	.400	-.910	.650	-.354	.650	-.330	.650	-.327	.650	-.327	.650	-.327				
				.450	-.661	.700	-.290	.700	-.280	.700	-.319	.700	-.319	.700	-.319				
				.500	-.451	.750	-.221	.750	-.221	.750	-.314	.750	-.314	.750	-.314				
				.550	-.457	.800	-.090	.800	-.090	.800	-.110	.800	-.110	.800	-.110				
				.600	-.492	.850	.029	.850	.029	.850	-.058	.850	-.058	.850	-.058				
				.650	-.500					.900	.119								
				.700	-.472														
				.800	-.208														
				.900	-.010														
				.950	.077														
				.990	.126														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	-.027	.005	.893	.005	.817	.005	.808	.005	.808	.005	.652	.005	.652	.005	.652				
.222	-.090	.025	.087	.025	.131	.025	.112	.025	.112	.025	.064	.025	.064	.025	.064				
.338	-.227	.050	-.098	.050	-.129	.050	-.220	.050	-.220	.050	-.251	.050	-.251	.050	-.251				
.448	-.332	.100	-.283	.100	-.226	.100	-.251	.100	-.251	.100	-.273	.100	-.273	.100	-.273				
.527	-.444	.120	-.292	.180	-.333	.180	-.375	.180	-.375	.180	-.300	.180	-.300	.180	-.300				
.605	-.436	.180	-.321	.400	-.497	.300	-.406	.300	-.406	.300	-.361	.300	-.361	.300	-.361				
.684	-.425	.250	-.402	.500	-.572	.400	-.491	.400	-.491	.400	-.420	.400	-.420	.400	-.420				
.724	-.274	.300	-.419	.600	-.364	.500	-.511	.500	-.511	.500	-.396	.500	-.396	.500	-.396				
.763	-.159	.400	-.499	.650	-.196	.600	-.311	.600	-.311	.600	-.253	.600	-.253	.600	-.253				
.803	-.042	.500	-.592	.700	-.054	.650	-.160	.650	-.160	.650	-.155	.650	-.155	.650	-.155				
.842	.065	.600	-.390	.750	.056	.700	-.041	.700	-.041	.700	-.037	.700	-.037	.700	-.037				
.921	.154	.650	-.210	.800	.144	.750	.082	.750	.082	.750	.093	.750	.093	.750	.093				
.961	.159	.700	-.084	.900	.234	.800	.152	.800	.152	.800	.194	.800	.194	.800	.194				
		.750	.033	.950	.250														
		.800	.106																
		.900	.216																
		.950	.242																

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 2.92^\circ$; $C_L = 0.376$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.539	.223	-.509	0.000	.967	0.000	.998	0.000	1.031	0.000	.978								
.747	-.854	.346	-.693	.003	.160	.010	-.595	.010	-.430	.010	-.213								
.763	-.416	.448	-.799	.010	-.703	.030	-.993	.030	-.968	.030	-.925								
.778	-.286	.487	-.721	.020	-1.009	.050	-.962	.050	-1.017	.050	-.991								
		.527	-.450	.025	-1.145	.100	-.951	.100	-.908	.100	-.956								
		.566	-.295	.030	-1.235	.180	-.970	.180	-.913	.180	-.912								
		.605	-.189	.050	-1.301	.300	-1.025	.300	-.993	.300	-.823								
		.669	-.164	.100	-1.185	.350	-1.035	.350	-1.013	.350	-.763								
		.684	-.201	.120	-1.219	.400	-1.051	.400	-1.026	.400	-.762								
		.724	-.329	.180	-.890	.450	-1.027	.450	-.918	.450	-.773								
		.763	-.392	.250	-.935	.500	-.554	.500	-.510	.500	-.630								
		.803	-.371	.300	-.959	.550	-.482	.550	-.435	.550	-.380								
		.882	-.387	.350	-.947	.600	-.442	.600	-.394	.600	-.331								
		.961	-.144	.400	-.951	.650	-.395	.650	-.358	.650	-.329								
				.450	-.987	.700	-.344	.700	-.317	.700	-.324								
				.500	-.502	.750	-.284	.750	-.057	.750	-.331								
				.550	-.445	.850	-.199	.850		.850	-.130								
				.600	-.431	.950	-.071	.950		.950	.047								
				.650	-.442					.990	.111								
				.700	-.425														
				.800	-.206														
				.900	-.024														
				.950	.066														
				.990	.118														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.004	.305	.913	.005	.864	.005	.825	.005	.703								
		.222	-.080	.025	.151	.025	.155	.025	.168	.025	.109								
		.338	-.195	.050	-.037	.050	-.067	.050	-.152	.050	-.208								
		.448	-.309	.100	-.239	.100	-.202	.100	-.208	.100	-.244								
		.527	-.421	.120	-.247	.180	-.276	.180	-.321	.180	-.269								
		.605	-.428	.180	-.296	.400	-.470	.300	-.381	.300	-.341								
		.684	-.423	.250	-.359	.500	-.555	.400	-.469	.400	-.410								
		.724	-.276	.300	-.408	.600	-.391	.500	-.503	.500	-.395								
		.763	-.162	.400	-.467	.650	-.212	.600	-.373	.600	-.258								
		.803	-.039	.500	-.575	.700	-.073	.650	-.170	.650	-.160								
		.842	.067	.600	-.391	.750	.036	.700	-.052	.700	-.045								
		.921	.158	.650	-.219	.800	.127	.750	.063	.750	.083								
		.961	.171	.700	-.086	.900	.209	.800	.143	.800	.189								
				.750	.035	.950	.223												
				.800	.117														
				.900	.216														
				.950	.241														

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(h) $M = 0.825$ - Continued

$\alpha = 3.98^\circ$; $C_L = 0.447$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.541	.223	-.559	.000	.916	.000	.971	.000	1.008
.747	-.827	.346	-.712	.003	.066	.010	-.716	.010	-.495
.763	-.411	.448	-.919	.010	-.821	.030	-1.087	.030	-1.069
.778	-.303	.487	-.876	.020	-1.099	.050	-1.084	.050	-1.101
		.527	-.536	.025	-1.228	.100	-1.027	.100	-1.005
		.566	-.362	.030	-1.333	.180	-1.064	.180	-1.042
		.605	-.238	.050	-1.402	.300	-1.129	.300	-1.007
		.669	-.191	.100	-1.332	.350	-1.102	.350	-.813
		.684	-.212	.120	-1.314	.400	-.675	.400	-.572
		.724	-.321	.180	-1.288	.450	-.540	.450	-.503
		.763	-.382	.50	-.978	.500	-.512	.500	-.476
		.803	-.342	.300	-.987	.550	-.484	.550	-.460
		.882	-.380	.350	-1.005	.600	-.460	.600	-.433
		.961	-.156	.400	-.997	.650	-.423	.650	-.413
				.450	-.753	.700	-.393	.700	-.392
				.500	-.447	.750	-.358	.990	-.184
				.550	-.404	.850	-.270		
				.600	-.413	.950	-.202		
				.650	-.413				
				.700	-.314				
				.800	-.231				
				.900	-.076				
				.950	.004				
				.990	.049				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.049	.005	.962	.005	.910	.005	.886	.005	.756
.227	-.031	.025	.242	.025	.267	.025	.262	.025	.212
.338	-.164	.050	.066	.050	.042	.050	-.047	.050	-.107
.448	-.267	.100	-.151	.100	-.103	.100	-.121	.100	-.164
.527	-.373	.120	-.165	.180	-.218	.180	-.270	.180	-.214
.605	-.404	.180	-.216	.400	-.423	.300	-.319	.300	-.313
.684	-.422	.250	-.286	.500	-.511	.400	-.429	.400	-.399
.724	-.278	.300	-.331	.600	-.497	.500	-.504	.500	-.416
.763	-.166	.400	-.412	.650	-.243	.600	-.367	.600	-.280
.803	-.045	.500	-.537	.700	-.101	.650	-.201	.650	-.174
.847	.071	.600	-.429	.750	.005	.700	-.077	.700	-.068
.921	.165	.650	-.237	.800	.106	.750	.043	.750	.069
.961	.176	.700	-.105	.900	.182	.800	.119	.800	.182
		.750	.017	.950	.176				
		.800	.098						
		.900	.217						
		.950	.225						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(h) $M = 0.825$ - Concluded

$\alpha = 4.95^\circ$; $C_L = 0.496$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.509	.223	-.650	0.000	.864	0.000	.936	0.000	.989	0.000	.930	.010	-.385	.010	-.385				
.747	-.763	.346	-.740	.003	-.767	.010	-.787	.030	-1.154	.030	-1.141	.050	-1.194	.050	-1.160				
.763	-.451	.448	-.948	.010	-.902	.020	-1.182	.050	-1.170	.100	-1.114	.100	-1.114	.100	-1.138				
.778	-.318	.487	-.817	.025	-1.312	.100	-1.130	.180	-1.133	.180	-1.111	.180	-1.111	.180	-1.070				
		.527	-.500	.030	-1.402	.300	-.682	.350	-.607	.350	-.616	.350	-.616	.350	-.906				
		.566	-.361	.050	-1.484	.400	-.586	.400	-.586	.400	-.559	.400	-.559	.400	-.732				
		.605	-.242	.100	-1.473	.450	-.546	.450	-.546	.450	-.530	.450	-.530	.450	-.529				
		.669	-.192	.120	-1.438	.500	-.526	.500	-.526	.500	-.517	.500	-.517	.500	-.408				
		.684	-.207	.180	-1.370	.550	-.507	.550	-.507	.550	-.494	.550	-.494	.550	-.393				
		.724	-.304	.250	-1.075	.600	-.473	.600	-.473	.600	-.483	.600	-.483	.600	-.391				
		.763	-.365	.300	-.773	.650	-.439	.650	-.439	.650	-.446	.650	-.446	.650	-.386				
		.803	-.312	.350	-.746	.700	-.404	.700	-.404	.700	-.430	.700	-.430	.700	-.378				
		.882	-.405	.400	-.698	.750	-.380	.750	-.380	.990	-.255	.750	-.383	.750	-.383				
		.961	-.187	.450	-.660	.850	-.333	.850	-.333			.850	-.210	.850	-.210				
				.500	-.603	.950	-.294	.950	-.294			.950	-.062	.950	-.062				
				.550	-.549							.990	-.621	.990	-.621				
				.600	-.484														
				.650	-.453														
				.700	-.400														
				.800	-.324														
				.900	-.236														
				.950	-.196														
				.990	-.152														
WING LOWER SURFACE																			
	X/C	CP		X/C	CP		X/C	CP		X/C	CP		X/C	CP					
	.148	.087		.005	.996		.005	.946		.005	.924		.005	.808					
	.222	.006		.025	.362		.025	.337		.025	.340		.025	.269					
	.338	-.117		.050	.153		.050	.109		.050	.046		.050	-.010					
	.448	-.238		.100	-.068		.100	-.024		.100	-.046		.100	-.113					
	.527	-.341		.120	-.081		.180	-.142		.180	-.182		.180	-.164					
	.605	-.383		.180	-.161		.400	-.379		.300	-.281		.300	-.289					
	.684	-.407		.250	-.238		.500	-.485		.400	-.409		.400	-.367					
	.724	-.286		.300	-.290		.600	-.521		.500	-.491		.500	-.407					
	.763	-.173		.400	-.370		.650	-.269		.600	-.427		.600	-.284					
	.803	-.043		.500	-.313		.700	-.120		.650	-.222		.650	-.195					
	.842	.070		.600	-.516		.750	-.011		.700	-.100		.700	-.083					
	.921	.155		.650	-.267		.800	.085		.750	.027		.750	.052					
	.961	.168		.700	-.128		.900	.164		.800	.104		.800	.163					
				.750	.001		.950	.150											
				.800	.074														
				.900	.173														
				.950	.173														

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(i) $M = 0.85$

$\alpha = -0.40^\circ$; $C_L = 0.001$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.446	.223	-.311	0.000	1.061	0.000	1.057	0.000	1.041	0.000	.984
.747	-.711	.346	-.489	.003	.550	.010	-.168	.010	.014	.010	.149
.763	-.783	.448	-.449	.010	-.208	.030	-.445	.030	-.410	.030	-.441
.778	-.308	.487	-.306	.020	-.543	.050	-.498	.050	-.567	.050	-.587
		.527	-.221	.025	-.655	.100	-.443	.100	-.427	.100	-.477
		.566	-.133	.030	-.751	.180	-.584	.180	-.566	.180	-.479
		.605	-.050	.050	-.786	.300	-.687	.300	-.672	.300	-.569
		.669	-.044	.100	-.568	.350	-.696	.350	-.690	.350	-.565
		.684	-.104	.120	-.586	.400	-.679	.400	-.713	.400	-.585
		.724	-.248	.180	-.581	.450	-.637	.450	-.736	.450	-.609
		.763	-.310	.250	-.634	.500	-.516	.500	-.765	.500	-.629
		.803	-.293	.300	-.642	.550	-.552	.550	-.759	.550	-.646
		.882	-.631	.350	-.396	.600	-.600	.600	-.760	.600	-.604
		.961	-.141	.400	-.359	.650	-.681	.650	-.575	.650	-.371
				.450	-.355	.700	-.705	.700	-.289	.700	-.294
				.500	-.366	.750	-.382	.990	.164	.750	-.278
				.550	-.412	.850	-.090			.850	-.074
				.600	-.481	.950	.040			.950	.086
				.650	-.503					.990	.141
				.700	-.594						
				.800	-.533						
				.900	-.069						
				.950	-.016						
				.990	.044						

WING LOWER SURFACE											
X/C		CP		X/C		CP		X/C		CP	
.148	-.129	.005	.703	.005	.648	.005	.586	.005	.422		
.222	-.193	.025	-.253	.025	-.178	.025	-.190	.025	-.199		
.338	-.316	.050	-.445	.050	-.494	.050	-.548	.050	-.553		
.448	-.404	.100	-.547	.100	-.512	.100	-.527	.100	-.539		
.527	-.526	.120	-.542	.180	-.556	.180	-.632	.180	-.532		
.605	-.638	.180	-.541	.400	-.693	.300	-.654	.300	-.618		
.684	-.785	.250	-.590	.500	-.785	.400	-.741	.400	-.624		
.724	-.617	.300	-.582	.600	-.264	.500	-.829	.500	-.695		
.763	-.263	.400	-.655	.650	-.209	.600	-.244	.600	-.242		
.803	-.186	.500	-.757	.700	-.177	.650	-.192	.650	-.145		
.842	-.118	.600	-.302	.750	-.167	.700	-.139	.700	-.039		
.921	.015	.650	-.237	.800	-.132	.750	-.097	.750	.036		
.961	.093	.700	-.214	.900	-.050	.800	-.072	.800	.113		
		.750	-.200	.950	.012						
		.800	-.177								
		.900	-.102								
		.950	-.010								

~~CONFIDENTIAL~~

 $\alpha = 0.95^0: C_L = 0.105$ $\alpha = 0.95^0: C_L = 0.105$

[REDACTED]

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(i) $M = 0.85$ - Continued

$\alpha = 1.42^\circ$; $C_L = 0.152$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.461	.223	-.381	0.000	1.040	0.000	1.042	0.000	1.048	0.000	.993
.747	-.753	.346	-.581	.003	.413	.010	-.361	.010	-.160	.010	-.018
.763	-.791	.448	-.675	.010	-.426	.030	-.716	.030	-.713	.030	-.660
.778	-.283	.487	-.636	.020	-.766	.050	-.706	.050	-.717	.050	-.744
		.527	-.333	.025	-.892	.100	-.668	.100	-.657	.100	-.725
		.566	-.197	.030	-.994	.180	-.733	.180	-.715	.180	-.718
		.605	-.100	.050	-.948	.300	-.819	.300	-.793	.300	-.628
		.669	-.081	.100	-.805	.350	-.853	.350	-.815	.350	-.630
		.684	-.130	.120	-.807	.400	-.874	.400	-.840	.400	-.660
		.724	-.263	.180	-.729	.450	-.846	.450	-.857	.450	-.682
		.763	-.323	.250	-.752	.500	-.847	.500	-.873	.500	-.707
		.803	-.308	.300	-.791	.550	-.875	.550	-.498	.550	-.718
		.882	-.637	.350	-.796	.600	-.538	.500	-.325	.600	-.547
		.961	-.129	.400	-.820	.650	-.333	.650	-.291	.650	-.285
				.450	-.494	.700	-.258	.700	-.253	.700	-.246
				.500	-.384	.750	-.208	.990	-.018	.750	-.247
				.550	-.401	.850	-.073			.850	-.077
				.600	-.467	.950	.061			.950	.077
				.650	-.508					.990	.120
				.700	-.601						
				.800	-.229						
				.900	.002						
				.950	.074						
				.990	.117						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.052	.005	.820	.005	.769	.005	.726	.005	.559
		.222	-.127	.025	-.069	.025	.013	.025	-.006	.025	-.038
		.338	-.250	.050	-.198	.050	-.277	.050	-.331	.050	-.420
		.448	-.354	.100	-.395	.100	-.338	.100	-.354	.100	-.363
		.527	-.473	.120	-.376	.180	-.389	.180	-.463	.180	-.402
		.605	-.576	.180	-.373	.400	-.602	.300	-.520	.300	-.514
		.684	-.725	.250	-.445	.500	-.701	.400	-.615	.400	-.564
		.724	-.563	.300	-.489	.600	-.419	.500	-.720	.500	-.637
		.763	-.215	.400	-.579	.650	-.221	.600	-.359	.600	-.263
		.803	-.099	.500	-.705	.700	-.179	.650	-.216	.650	-.148
		.842	-.035	.600	-.505	.750	-.121	.700	-.148	.700	-.038
		.921	.085	.650	-.258	.800	-.094	.750	-.081	.750	.058
		.961	.136	.700	-.200	.900	.017	.800	-.032	.800	.132
				.750	-.155	.950	.085				
				.800	-.118						
				.900	.023						
				.950	.111						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(i) $M = 0.85$ - Continued

$\alpha = 1.94^\circ$; $C_L = 0.201$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.466	.223	-.435	0.000	1.016	0.000	1.032	0.000	1.041	0.000	.989
.747	-.778	.346	-.604	.003	.319	.010	-.412	.010	-.204	.010	-.061
.763	-.736	.448	-.693	.010	-.491	.030	-.792	.030	-.784	.030	-.747
.778	-.281	.487	-.727	.020	-.815	.050	-.771	.050	-.783	.050	-.772
		.527	-.392	.025	-.949	.100	-.739	.100	-.678	.100	-.772
		.566	-.235	.030	-1.048	.180	-.794	.180	-.757	.180	-.775
		.605	-.133	.050	-1.043	.300	-.879	.300	-.842	.300	-.699
		.669	-.100	.100	-1.008	.350	-.899	.350	-.861	.350	-.670
		.684	-.142	.120	-.850	.400	-.912	.400	-.871	.400	-.684
		.724	-.268	.180	-.776	.450	-.931	.450	-.897	.450	-.699
		.763	-.338	.250	-.913	.500	-.914	.500	-.853	.500	-.727
		.803	-.316	.300	-.825	.550	-.568	.550	-.369	.550	-.724
		.882	-.651	.350	-.827	.600	-.401	.600	-.324	.600	-.453
		.961	-.131	.400	-.852	.650	-.345	.650	-.308	.650	-.276
				.450	-.821	.700	-.300	.700	-.279	.700	-.256
				.500	-.468	.750	-.252	.750	-.259	.750	-.259
				.550	-.425	.850	-.137	.850	-.096	.850	-.094
				.600	-.459	.950	-.035	.950		.950	.056
				.650	-.493					.990	.108
				.700	-.511						
				.800	-.215						
				.900	.001						
				.950	.075						
				.990	.120						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.797	.005	.857
.025	.051	.025	.032
.050	-.196	.050	-.139
.100	-.292	.100	-.344
.180	-.348	.120	-.337
.400	-.561	.180	-.345
.500	-.679	.250	-.424
.600	-.667	.300	-.464
.650	-.260	.400	-.556
.700	-.178	.500	-.678
.750	-.131	.600	-.766
.800	-.082	.650	-.275
.900	.050	.700	-.194
.950	.126	.750	-.143
		.800	-.109
		.900	.040
		.950	.150

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.005	.764	.005	.612	.005	.764	.005	.612
.025	.036	.025	.006	.025	.036	.025	.006
.050	-.271	.050	-.339	.050	-.271	.050	-.339
.100	-.311	.100	-.343	.100	-.311	.100	-.343
.180	-.437	.180	-.382	.180	-.437	.180	-.382
.300	-.487	.300	-.496	.300	-.487	.300	-.496
.400	-.579	.400	-.522	.400	-.579	.400	-.522
.500	-.690	.500	-.614	.500	-.690	.500	-.614
.600	-.547	.600	-.320	.600	-.547	.600	-.320
.650	-.232	.650	-.163	.650	-.232	.650	-.163
.700	-.147	.700	-.049	.700	-.147	.700	-.049
.750	-.086	.750	.050	.750	-.086	.750	.050
.800	-.023	.800	.132	.800	-.023	.800	.132

ORIGINAL PAGE IS
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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(i) $M = 0.85$ - Continued

$\alpha = 2.47^\circ$; $C_L = 0.249$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.480	.223	-.454	.000	.999	0.000	1.031	0.000	1.040
.747	-.799	.346	-.628	.003	.275	.010	-.483	.010	-.264
.763	-.677	.448	-.742	.017	-.559	.030	-.835	.030	-.840
.778	-.279	.487	-.733	.020	-.874	.150	-.815	.050	-.868
		.527	-.466	.025	-1.001	.100	-.789	.100	-.742
		.566	-.289	.030	-1.082	.130	-.829	.180	-.801
		.605	-.162	.050	-1.132	.300	-.911	.300	-.881
		.669	-.127	.100	-1.079	.350	-.936	.350	-.909
		.684	-.157	.120	-1.032	.400	-.972	.400	-.910
		.724	-.275	.180	-.811	.450	-.986	.450	-.800
		.763	-.342	.250	-.832	.500	-.539	.500	-.437
		.803	-.325	.300	-.850	.550	-.416	.550	-.358
		.882	-.654	.350	-.871	.600	-.384	.600	-.348
		.961	-.125	.400	-.873	.650	-.361	.650	-.325
				.450	-.894	.700	-.329	.700	-.308
				.500	-.699	.750	-.289	.990	-.139
				.550	-.467	.850	-.217		
				.600	-.418	.950	-.126		
				.650	-.417				
				.700	-.415				
				.800	-.211				
				.900	-.015				
				.950	.066				
				.990	.102				
					</				

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(1) $M = 0.85$ - Continued

$\alpha = 2.96^\circ$; $C_L = 0.290$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.485	.223	-.471	0.000	.987	0.000	1.007	0.000	1.035	0.000	.984
.747	-.801	.346	-.639	.003	.233	.010	-.521	.010	-.307	.010	-.163
.763	-.622	.448	-.817	.010	-.611	.030	-.874	.030	-.870	.030	-.830
.778	-.275	.487	-.817	.020	-.902	.050	-.866	.050	-.904	.050	-.893
		.527	-.527	.025	-1.059	.100	-.835	.100	-.828	.100	-.875
		.566	-.338	.030	-1.152	.180	-.890	.180	-.859	.180	-.845
		.605	-.199	.050	-1.203	.300	-.973	.300	-.924	.300	-.816
		.669	-.148	.100	-1.105	.350	-.981	.350	-.944	.350	-.772
		.684	-.169	.120	-1.112	.400	-.993	.400	-.885	.400	-.774
		.724	-.281	.180	-.843	.450	-.645	.450	-.530	.450	-.777
		.763	-.349	.250	-.859	.500	-.444	.500	-.410	.500	-.784
		.803	-.341	.300	-.890	.550	-.410	.550	-.387	.550	-.544
		.882	-.623	.350	-.900	.600	-.394	.600	-.373	.600	-.317
		.961	-.138	.400	-.910	.650	-.370	.650	-.359	.650	-.272
				.450	-.933	.700	-.348	.700	-.345	.700	-.273
				.500	-.870	.750	-.318	.990	-.178	.750	-.287
				.550	-.476	.850	-.258			.850	-.132
				.600	-.396	.950	-.191			.950	.009
				.650	-.370					.990	.051
				.700	-.393						
				.800	-.223						
				.900	-.036						
				.950	.032						
				.990	.078						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.000	.987	.005	.914
.010	-.521	.025	.134
.030	-.874	.050	-.038
.050	-.866	.100	-.252
.100	-.835	.120	-.232
.180	-.890	.180	-.278
.300	-.973	.250	-.361
.350	-.981	.300	-.415
.400	-.993	.400	-.504
.450	-.645	.500	-.625
.500	-.444	.600	-.803
.550	-.410	.650	-.305
.600	-.394	.700	-.180
.650	-.370	.750	-.107
.700	-.348	.800	-.058
.750	-.318	.900	.108
.850	-.258	.950	.176
.950	-.191		

WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.858	.005	.816
.025	.164	.025	.148
.050	-.092	.050	-.174
.100	-.202	.100	-.225
.180	-.297	.180	-.350
.400	-.497	.300	-.404
.500	-.618	.400	-.526
.600	-.804	.500	-.636
.650	-.379	.600	-.802
.700	-.204	.650	-.276
.750	-.128	.700	-.146
.800	-.047	.750	-.051
.900	.074	.800	-.012
.950	.112		

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(i) $M = 0.85$ - Continued

$\alpha = 3.95^\circ$; $C_L = 0.365$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.477	.223	-.542	0.000	.941	0.000	.989	0.000	1.024
.747	-.807	.346	-.659	.003	.119	.010	-.610	.010	-.406
.763	-.532	.448	-.868	.010	-.725	.030	-.972	.030	-.954
.778	-.293	.487	-.895	.020	-1.003	.050	-.977	.050	-1.002
		.527	-.612	.025	-1.122	.100	-.940	.100	-.908
		.566	-.409	.030	-1.219	.180	-.982	.180	-.933
		.605	-.261	.050	-1.307	.300	-1.042	.300	-.975
		.669	-.193	.100	-1.234	.350	-.774	.350	-.879
		.684	-.187	.120	-1.214	.400	-.525	.400	-.540
		.724	-.278	.180	-1.196	.450	-.478	.450	-.453
		.763	-.333	.250	-.918	.500	-.461	.500	-.438
		.803	-.326	.300	-.934	.550	-.433	.550	-.432
		.882	-.507	.350	-.940	.600	-.415	.600	-.412
		.961	-.157	.400	-.986	.650	-.398	.650	-.401
				.450	-.761	.700	-.377	.700	-.378
				.500	-.468	.750	-.338	.990	-.249
				.550	-.416	.850	-.309		
				.600	-.415	.950	-.265		
				.650	-.391				
				.700	-.395				
				.800	-.297				
				.900	-.167				
				.950	-.107				
				.990	-.090				

WING LOWER SURFACE		X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.051	.305	.957	.005	.907	.005	.865	.005	.737
.222	-.025	.025	.248	.025	.253	.025	.245	.025	.186
.338	-.160	.050	.072	.050	.006	.050	-.057	.050	-.145
.448	-.268	.100	-.151	.100	-.113	.100	-.123	.100	-.187
.527	-.394	.120	-.177	.180	-.221	.180	-.215	.180	-.252
.605	-.475	.180	-.230	.400	-.444	.300	-.355	.300	-.350
.684	-.614	.250	-.300	.500	-.569	.400	-.475	.400	-.462
.724	-.345	.300	-.360	.600	-.776	.500	-.592	.500	-.569
.763	-.206	.400	-.452	.650	-.566	.600	-.800	.600	-.516
.803	-.071	.500	-.573	.700	-.234	.650	-.394	.650	-.205
.842	.030	.600	-.765	.750	-.137	.700	-.178	.700	-.084
.921	.134	.650	-.575	.800	-.065	.750	-.094	.750	.029
.961	.158	.700	-.201	.900	.078	.800	-.026	.800	.112
		.750	-.399	.950	.098				
		.800	-.032						
		.900	.113						
		.950	.154						

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(i) $M = 0.85$ - Concluded

$\alpha = 4.94^\circ$; $C_L = 0.429$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.451	.223	-.617	0.000	.904	0.000	.970	0.000	1.016
.747	-.753	.346	-.699	.003	.030	.010	-.690	.010	-.477
.763	-.652	.448	-.900	.010	-.796	.030	-1.049	.030	-1.029
.778	-.335	.487	-.931	.020	-1.074	.050	-1.077	.050	-1.064
		.527	-.568	.025	-1.189	.100	-1.023	.100	-.997
		.566	-.408	.030	-1.280	.180	-1.058	.180	-1.006
		.605	-.277	.050	-1.367	.300	-.749	.300	-.828
		.669	-.204	.100	-1.309	.350	-.554	.350	-.577
		.684	-.188	.120	-1.312	.400	-.518	.400	-.509
		.724	-.250	.180	-1.280	.450	-.517	.450	-.479
		.763	-.313	.250	-1.042	.500	-.489	.500	-.471
		.803	-.316	.300	-.732	.550	-.464	.550	-.456
		.882	-.532	.350	-.668	.600	-.444	.600	-.453
		.961	-.194	.400	-.647	.650	-.432	.650	-.437
				.450	-.611	.700	-.408	.700	-.424
				.500	-.579	.750	-.390	.990	-.309
				.550	-.533	.850	-.348		
				.600	-.499	.950	-.324		
				.650	-.467				
				.700	-.422				
				.800	-.366				
				.900	-.313				
				.950	-.279				
				.990	-.236				
WING LOWER SURFACE									
		X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	.093	.005	.991	.005	.932	.005	.920
		.222	.015	.025	.335	.025	.331	.025	.316
		.338	-.119	.050	.143	.050	.097	.050	.027
		.448	-.234	.100	-.078	.100	-.023	.100	-.063
		.527	-.362	.120	-.099	.180	-.161	.180	-.218
		.605	-.406	.180	-.177	.400	-.403	.300	-.314
		.684	-.602	.250	-.245	.500	-.538	.400	-.430
		.724	-.495	.300	-.309	.600	-.742	.500	-.551
		.763	-.205	.400	-.394	.650	-.716	.600	-.776
		.803	-.061	.500	-.524	.700	-.216	.650	-.506
		.842	.041	.600	-.731	.750	-.087	.700	-.156
		.921	.135	.650	-.653	.800	-.019	.750	-.063
		.961	.151	.700	-.204	.900	.098	.800	.008
				.750	-.097	.950	.103		
				.800	-.020				
				.900	.119				
				.950	.121				

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(j) $M = 0.90$

$\alpha = -0.08^\circ$; $C_L = 0.036$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.339	.223	-.251	0.000	1.088	0.000	1.078	0.000	1.063
.747	-.591	.346	-.441	.003	.607	.010	-.087	.010	.075
.763	-.675	.448	-.555	.010	-.126	.030	-.367	.030	-.346
.778	-.834	.487	-.500	.020	-.466	.050	-.381	.050	-.472
		.527	-.210	.025	-.547	.100	-.386	.100	-.308
		.566	-.093	.030	-.598	.180	-.495	.180	-.477
		.605	-.004	.050	-.700	.300	-.607	.300	-.610
		.669	.017	.100	-.528	.350	-.625	.350	-.629
		.684	-.030	.120	-.498	.400	-.641	.400	-.643
		.724	-.154	.180	-.524	.450	-.661	.450	-.680
		.763	-.210	.250	-.570	.500	-.677	.500	-.717
		.803	-.196	.300	-.615	.550	-.705	.550	-.768
		.882	-.510	.350	-.618	.600	-.727	.600	-.780
		.961	-.748	.400	-.634	.650	-.661	.650	-.789
				.450	-.417	.700	-.572	.700	-.522
				.500	-.265	.750	-.637	.990	-.059
				.550	-.298	.850	-.487	.750	-.721
				.600	-.365	.950	-.263	.850	-.241
				.650	-.402			.950	-.221
				.700	-.487			.990	-.191
				.800	-.630				
				.900	-.728				
				.950	-.354				
				.990	-.241				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.071	.005	.755	.005	.690	.005	.618	.005	.474
.222	-.133	.025	-.164	.025	-.088	.025	-.099	.025	-.103
.338	-.249	.050	-.354	.050	-.393	.050	-.437	.050	-.473
.448	-.344	.100	-.441	.100	-.419	.100	-.423	.100	-.470
.527	-.439	.120	-.460	.180	-.472	.180	-.535	.180	-.513
.605	-.565	.180	-.482	.400	-.639	.300	-.577	.300	-.576
.684	-.705	.250	-.510	.500	-.729	.400	-.650	.400	-.627
.724	-.760	.300	-.521	.600	-.862	.500	-.770	.500	-.705
.763	-.810	.400	-.590	.650	-.446	.600	-.517	.600	-.835
.803	-.836	.500	-.689	.700	-.365	.650	-.395	.650	-.860
.842	-.534	.600	-.838	.750	-.353	.700	-.360	.700	-.493
.921	-.267	.650	-.605	.800	-.349	.750	-.355	.750	-.377
.961	-.187	.700	-.395	.900	-.328	.800	-.358	.800	-.350
		.750	-.367	.950	-.310				
		.800	-.354						
		.900	-.330						
		.950	-.285						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(j) M = 0.90 -Continued

$\alpha = 1.00^\circ$; $C_L = 0.035$

FUSELAGE		WING UPPER SURFACE															
		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.359	.223	-.329	0.000	1.075	0.000	1.068	0.000	1.068	0.000	1.008	.010	-.121	.010	-.121	.010	-.121
.747	-.634	.346	-.490	.003	.507	.010	-.218	.010	-.025	.030	-.497	.030	-.497	.030	-.497	.030	-.497
.763	-.754	.448	-.614	.010	-.276	.030	-.545	.030	-.524	.050	-.547	.050	-.547	.050	-.547	.050	-.547
.778	-.830	.487	-.653	.020	-.582	.050	-.490	.050	-.491	.100	-.593	.100	-.593	.100	-.593	.100	-.593
		.527	-.368	.025	-.702	.100	-.528	.100	-.512	.180	-.567	.180	-.567	.180	-.567	.180	-.567
		.566	-.198	.030	-.784	.180	-.609	.180	-.567	.300	-.665	.300	-.665	.300	-.665	.300	-.665
		.605	-.074	.050	-.783	.300	-.705	.300	-.665	.350	-.703	.350	-.703	.350	-.703	.350	-.703
		.669	-.028	.100	-.658	.350	-.725	.350	-.703	.400	-.719	.400	-.719	.400	-.719	.400	-.719
		.684	-.054	.120	-.653	.400	-.736	.400	-.719	.450	-.748	.450	-.748	.450	-.748	.450	-.748
		.724	-.169	.140	-.614	.450	-.745	.450	-.748	.500	-.770	.500	-.770	.500	-.770	.500	-.770
		.763	-.233	.250	-.644	.500	-.737	.500	-.770	.550	-.821	.550	-.821	.550	-.821	.550	-.821
		.803	-.221	.300	-.678	.550	-.770	.550	-.821	.600	-.686	.600	-.686	.600	-.686	.600	-.686
		.882	-.528	.350	-.678	.600	-.806	.600	-.686	.650	-.339	.650	-.339	.650	-.339	.650	-.339
		.961	-.645	.400	-.709	.650	-.747	.650	-.339	.700	-.299	.700	-.299	.700	-.299	.700	-.299
				.450	-.723	.700	-.369	.700	-.299	.990	-.143	.990	-.143	.990	-.143	.990	-.143
				.500	-.688	.750	-.334	.750	-.302								
				.550	-.371	.850	-.302	.850	-.302								
				.600	-.376	.950	-.263	.950	-.263								
				.650	-.404												
				.700	-.493												
				.800	-.637												
				.900	-.429												
				.950	-.220												
				.990	-.175												

WING LOWER SURFACE															
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.021	.305	-.816	.005	.750	.005	.726	.005	.554	.005	.554	.005	.554	.005	.554
.222	-.094	.025	-.046	.025	.028	.025	.007	.025	-.038	.025	-.038	.025	-.038	.025	-.038
.338	-.214	.050	-.178	.050	-.256	.050	-.330	.050	-.376	.050	-.376	.050	-.376	.050	-.376
.448	-.304	.100	-.364	.100	-.349	.100	-.354	.100	-.390	.100	-.390	.100	-.390	.100	-.390
.527	-.408	.120	-.376	.180	-.381	.180	-.424	.180	-.434	.180	-.434	.180	-.434	.180	-.434
.605	-.530	.180	-.389	.400	-.558	.400	-.498	.400	-.513	.400	-.513	.400	-.513	.400	-.513
.684	-.675	.250	-.430	.500	-.662	.500	-.598	.500	-.655	.500	-.655	.500	-.655	.500	-.655
.724	-.726	.300	-.438	.600	-.825	.600	-.693	.600	-.804	.600	-.804	.600	-.804	.600	-.804
.763	-.786	.400	-.536	.650	-.893	.650	-.861	.650	-.829	.650	-.829	.650	-.829	.650	-.829
.803	-.808	.500	-.621	.700	-.462	.700	-.842	.700	-.878	.700	-.878	.700	-.878	.700	-.878
.842	-.594	.600	-.804	.750	-.403	.750	-.486	.750	-.495	.750	-.495	.750	-.495	.750	-.495
.921	-.220	.650	-.871	.800	-.385	.800	-.407	.800	-.418	.800	-.418	.800	-.418	.800	-.418
.961	-.133	.700	-.433	.900	-.339	.900	-.407	.900	-.418						
		.750	-.376	.950	-.305										
		.800	-.356												
		.900	-.301												
		.950	-.256												

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(j) M = 0.90 - Continued

$\alpha = 1.46^\circ$; $C_L = 0.080$

		STATION .148	STATION .402	STATION .595	STATION .775	STATION .913			
FUSELAGE				WING UPPER SURFACE					
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.354	.223	-.344	0.000	1.068	0.000	1.070	0.000	1.007
.747	-.629	.346	-.507	.003	.459	.010	-.239	.010	-.082
.763	-.765	.448	-.639	.010	-.314	.030	-.591	.030	-.547
.778	-.800	.487	-.660	.020	-.633	.050	-.542	.050	-.582
		.527	-.444	.025	-.742	.100	-.559	.100	-.526
		.566	-.238	.030	-.827	.180	-.654	.180	-.603
		.605	-.114	.050	-.833	.300	-.738	.300	-.684
		.669	-.051	.100	-.665	.350	-.752	.350	-.714
		.684	-.067	.120	-.711	.400	-.768	.400	-.747
		.724	-.170	.180	-.643	.450	-.785	.450	-.776
		.763	-.237	.250	-.666	.500	-.787	.500	-.795
		.803	-.225	.300	-.701	.550	-.796	.550	-.796
		.882	-.530	.350	-.719	.600	-.681	.600	-.373
		.961	-.632	.400	-.723	.650	-.373	.650	-.320
				.450	-.748	.700	-.354	.700	-.302
				.500	-.787	.750	-.328	.750	-.191
				.550	-.438	.850	-.317		
				.600	-.419	.950	-.282		
				.650	-.425				
				.700	-.495				
				.800	-.629				
				.900	-.346				
				.950	-.162				
				.990	-.125				

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(j) M = 0.90 -Continued

$\alpha = 1.97^\circ$; $C_L = 0.090$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.344	.223	-.354	0.000	1.053	0.000	1.060	0.000	1.062
.747	-.669	.346	-.517	.003	.419	.010	-.303	.010	-.109
.763	-.806	.448	-.688	.010	-.387	.030	-.629	.030	-.640
.778	-.706	.487	-.704	.020	-.686	.050	-.627	.050	-.646
		.527	-.556	.025	-.813	.100	-.599	.100	-.567
		.566	-.300	.030	-.878	.180	-.673	.180	-.649
		.605	-.163	.050	-.913	.300	-.783	.300	-.749
		.669	-.078	.100	-.883	.350	-.791	.350	-.751
		.684	-.085	.120	-.859	.400	-.806	.400	-.776
		.724	-.183	.180	-.673	.450	-.845	.450	-.798
		.763	-.249	.250	-.697	.500	-.869	.500	-.821
		.803	-.245	.300	-.732	.550	-.804	.550	-.845
		.882	-.546	.350	-.753	.600	-.784	.600	-.833
		.961	-.474	.400	-.750	.650	-.746	.650	-.808
				.450	-.782	.700	-.337	.700	-.300
				.500	-.810	.750	-.335	.990	-.230
				.550	-.637	.850	-.315		
				.600	-.468	.950	-.295		
				.650	-.450				
				.700	-.507				
				.800	-.545				
				.900	-.290				
				.950	-.152				
				.990	-.106				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.149	.012	.005	.884	.005	.815	.005	.772	.005	.633
.222	-.057	.025	.062	.025	.113	.025	.105	.025	.063
.338	-.177	.050	-.065	.050	-.181	.050	-.222	.050	-.314
.448	-.271	.100	-.278	.100	-.265	.100	-.256	.100	-.313
.527	-.390	.120	-.290	.180	-.285	.190	-.363	.180	-.346
.605	-.496	.180	-.317	.400	-.508	.300	-.457	.300	-.482
.684	-.654	.250	-.351	.500	-.618	.400	-.542	.400	-.533
.724	-.697	.300	-.394	.600	-.798	.500	-.649	.500	-.632
.763	-.754	.400	-.486	.650	-.867	.670	-.823	.600	-.784
.803	-.784	.500	-.504	.700	-.896	.650	-.873	.650	-.808
.842	-.625	.600	-.783	.750	-.575	.700	-.888	.700	-.860
.921	-.193	.650	-.940	.800	-.427	.750	-.906	.750	-.944
.961	-.104	.700	-.971	.900	-.350	.800	-.825	.800	-.465
		.750	-.432	.950	-.305				
		.800	-.367						
		.900	-.282						
		.950	-.205						

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(j) M = 0.90- Continued

$\alpha = 2.47^\circ$; $C_L = 0.125$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.382	.223	-.388	0.000	1.036	0.000	1.053	0.000	1.066	0.000	1.005
.747	-.670	.346	-.533	.003	.777	.010	-.345	.010	-.140	.010	.002
.763	-.862	.448	-.715	.010	-.641	.030	-.689	.030	-.698	.030	-.630
.778	-.626	.487	-.721	.020	-.722	.050	-.688	.050	-.709	.050	-.700
		.527	-.649	.025	-.847	.100	-.667	.100	-.612	.100	-.725
		.566	-.362	.030	-.934	.180	-.722	.180	-.687	.180	-.697
		.605	-.197	.050	-.977	.300	-.793	.300	-.768	.300	-.692
		.669	-.106	.100	-.939	.350	-.823	.350	-.790	.350	-.662
		.684	-.104	.120	-.914	.400	-.845	.400	-.607	.400	-.683
		.724	-.190	.180	-.707	.450	-.874	.450	-.824	.450	-.704
		.763	-.258	.250	-.721	.500	-.875	.500	-.818	.500	-.726
		.803	-.248	.300	-.752	.550	-.437	.550	-.381	.550	-.755
		.882	-.550	.350	-.767	.600	-.368	.600	-.328	.600	-.791
		.961	-.459	.400	-.773	.650	-.349	.650	-.323	.650	-.769
				.450	-.800	.700	-.352	.700	-.314	.700	-.464
				.500	-.538	.750	-.341	.990	-.267	.750	-.367
				.550	-.834	.850	-.329			.850	-.268
				.600	-.545	.950	-.307			.950	-.246
				.650	-.482					.990	-.226
				.700	-.500						
				.800	-.456						
				.900	-.233						
				.950	-.132						
				.990	-.106						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.849	.005	.849
.025	.156	.025	.156
.050	-.110	.050	-.110
.100	-.189	.100	-.189
.180	-.259	.180	-.259
.400	-.498	.400	-.498
.500	-.598	.500	-.598
.600	-.778	.600	-.778
.650	-.849	.650	-.849
.700	-.882	.700	-.882
.750	-.895	.750	-.895
.800	-.807	.800	-.807
.900	-.314	.900	-.314
.950	-.223	.950	-.223

WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.812	.005	.812
.025	.131	.025	.131
.050	-.164	.050	-.164
.100	-.213	.100	-.213
.180	-.351	.180	-.351
.300	-.419	.300	-.419
.400	-.517	.400	-.517
.500	-.626	.500	-.626
.600	-.808	.600	-.808
.650	-.856	.650	-.856
.700	-.874	.700	-.874
.750	-.894	.750	-.894
.800	-.815	.800	-.815

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE XII. WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 2.94^\circ$; $C_L = 0.159$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.390	.723	-.419	0.000	1.028	0.000	1.047	0.000	1.058
.747	-.697	.346	-.536	.003	.331	.010	-.370	.010	-.172
.763	-.859	.448	-.742	.010	-.452	.030	-.737	.030	-.725
.778	-.527	.487	-.757	.020	-.755	.050	-.735	.050	-.744
		.527	-.754	.025	-.880	.100	-.695	.100	-.676
		.566	-.422	.030	-.971	.187	-.756	.180	-.721
		.605	-.243	.050	-1.033	.300	-.845	.300	-.796
		.669	-.151	.100	-.960	.350	-.864	.350	-.823
		.684	-.129	.120	-.966	.407	-.882	.400	-.831
		.724	-.202	.180	-.872	.450	-.899	.450	-.852
		.763	-.264	.250	-.759	.507	-.575	.500	-.588
		.803	-.267	.300	-.768	.550	-.408	.550	-.369
		.882	-.562	.350	-.786	.607	-.381	.600	-.346
		.961	-.395	.400	-.805	.650	-.365	.650	-.345
				.450	-.824	.700	-.361	.700	-.337
				.500	-.859	.750	-.352	.990	-.293
				.550	-.888	.850	-.332		
				.600	-.610	.950	-.316		
				.650	-.463				
				.700	-.397				
				.800	-.385				
				.900	-.221				
				.950	-.150				
				.990	-.126				

ORIGINAL PAGE IS
OF POOR QUALITY

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 3.95^\circ$; $C_L = 0.242$

STATION .149		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.408	.223	-.484	0.000	.992	0.000	1.025	0.000	1.050
.747	-.707	.346	-.570	.003	.230	.010	-.465	.010	-.268
.763	-.914	.448	-.772	.010	-.555	.030	-.820	.030	-.784
.778	-.474	.487	-.799	.020	-.828	.050	-.817	.050	-.829
		.527	-.835	.025	-.966	.100	-.779	.100	-.771
		.566	-.504	.030	-1.052	.180	-.836	.180	-.794
		.605	-.339	.050	-1.112	.300	-.913	.300	-.862
		.669	-.221	.100	-1.065	.350	-.918	.350	-.886
		.684	-.176	.120	-1.050	.400	-.927	.400	-.893
		.724	-.229	.180	-1.044	.450	-.565	.450	-.650
		.763	-.289	.250	-.883	.500	-.439	.500	-.468
		.803	-.289	.300	-.816	.550	-.415	.550	-.406
		.882	-.564	.350	-.836	.600	-.406	.600	-.389
		.961	-.378	.400	-.843	.650	-.392	.650	-.381
				.450	-.354	.700	-.380	.700	-.379
				.500	-.837	.750	-.367	.990	-.342
				.550	-.690	.850	-.365		
				.600	-.428	.950	-.348		
				.650	-.404				
				.700	-.421				
				.800	-.410				
				.900	-.330				
				.950	-.293				
				.990	-.265				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.092	.005	.981	.005	.912	.005	.886	.005	.749
.222	.014	.025	.273	.025	.278	.025	.269	.025	.189
.338	-.116	.050	.082	.050	.057	.050	-.045	.050	-.126
.448	-.214	.100	-.124	.100	-.079	.100	-.104	.100	-.168
.527	-.329	.120	-.117	.190	-.193	.180	-.246	.180	-.253
.605	-.441	.180	-.178	.400	-.406	.300	-.317	.300	-.375
.684	-.593	.250	-.260	.500	-.538	.400	-.444	.400	-.441
.724	-.639	.300	-.308	.600	-.718	.500	-.563	.500	-.558
.763	-.702	.400	-.404	.650	-.791	.600	-.752	.600	-.727
.803	-.728	.500	-.522	.700	-.827	.650	-.805	.650	-.751
.842	-.625	.600	-.705	.750	-.843	.700	-.823	.700	-.811
.921	-.137	.650	-.774	.800	-.792	.750	-.848	.750	-.897
.961	-.049	.700	-.812	.900	-.295	.800	-.766	.800	-.513
		.750	-.324	.950	-.183				
		.800	-.769						
		.900	-.216						
		.950	-.136						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 4.97^\circ$; $C_L = 0.321$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.400	.223	-.539	0.000	.958	0.000	1.013	0.000	1.039	0.000	.982	.010	-.186						
.747	-.707	.346	-.609	.003	.130	.010	-.545	.010	-.338	.010	-.186	.030	-.817						
.763	-.829	.448	-.794	.010	-.645	.030	-.889	.030	-.854	.030	-.817	.050	-.892						
.778	-.665	.487	-.842	.020	-.911	.050	-.907	.050	-.901	.050	-.892	.100	-.888						
		.527	-.872	.025	-1.019	.100	-.871	.100	-.849	.100	-.888	.180	-.873						
		.566	-.549	.030	-1.121	.180	-.902	.180	-.868	.180	-.873	.300	-.850						
		.605	-.383	.050	-1.188	.300	-.972	.300	-.927	.300	-.850	.350	-.815						
		.669	-.262	.100	-1.163	.350	-.927	.350	-.939	.350	-.815	.400	-.832						
		.684	-.205	.120	-1.136	.400	-.562	.400	-.816	.400	-.832	.450	-.828						
		.724	-.238	.180	-1.132	.450	-.496	.450	-.518	.450	-.828	.500	-.806						
		.763	-.274	.250	-1.091	.500	-.460	.500	-.453	.500	-.806	.550	-.710						
		.803	-.278	.300	-.985	.550	-.453	.550	-.432	.550	-.710	.600	-.540						
		.882	-.481	.350	-.748	.600	-.444	.600	-.423	.600	-.540	.650	-.474						
		.961	-.526	.400	-.610	.650	-.429	.650	-.428	.650	-.474	.700	-.458						
				.450	-.570	.700	-.424	.700	-.426	.700	-.458	.750	-.451						
				.500	-.558	.750	-.418	.990	-.381	.750	-.451	.850	-.438						
				.550	-.549	.850	-.407			.850	-.438	.950	-.416						
				.600	-.524	.950	-.393			.950	-.416	.990	-.403						
				.650	-.506														
				.700	-.490														
				.800	-.452														
				.900	-.420														
				.950	-.387														
				.990	-.362														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.133	.005	1.006	.005	.954	.005	.926	.005	.809										
.222	.053	.025	.369	.025	.358	.025	.338	.025	.282										
.338	-.074	.050	.176	.050	.138	.050	.050	.050	-.033										
.448	-.187	.100	-.041	.100	.007	.100	-.031	.100	-.100										
.527	-.308	.120	-.062	.180	-.121	.180	-.180	.180	-.185										
.605	-.410	.180	-.119	.400	-.363	.300	-.255	.300	-.304										
.684	-.550	.250	-.206	.500	-.491	.400	-.396	.400	-.414										
.724	-.617	.300	-.256	.600	-.679	.500	-.514	.500	-.530										
.763	-.676	.400	-.373	.650	-.760	.600	-.727	.600	-.697										
.803	-.697	.500	-.487	.700	-.794	.650	-.771	.650	-.724										
.842	-.604	.600	-.680	.750	-.816	.700	-.790	.700	-.783										
.921	-.126	.650	-.746	.800	-.762	.750	-.819	.750	-.873										
.961	-.034	.700	-.788	.900	-.249	.800	-.738	.800	-.449										
		.750	-.797	.950	-.143														
		.800	-.750																
		.900	-.189																
		.950	-.112																

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 5.95^\circ$; $C_L = 0.398$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.390	.223	-.589	0.000	.909	0.000	.977	0.000	1.019	0.000	.960
.747	-.647	.346	-.651	.003	.033	.010	-.631	.010	-.419	.010	-.251
.763	-.711	.448	-.826	.010	-.723	.030	-.954	.030	-.934	.030	-.877
.778	-.765	.487	-.876	.020	-.967	.050	-.964	.050	-.967	.050	-.948
		.527	-.862	.025	-1.072	.100	-.948	.100	-.913	.100	-.966
		.566	-.546	.030	-1.169	.180	-.977	.180	-.929	.180	-.931
		.605	-.387	.050	-1.252	.300	-.921	.300	-.980	.300	-.904
		.669	-.272	.100	-1.224	.350	-.603	.350	-.903	.350	-.878
		.684	-.221	.120	-1.216	.400	-.523	.400	-.569	.400	-.870
		.724	-.225	.180	-1.198	.450	-.513	.450	-.513	.450	-.785
		.763	-.256	.250	-.969	.500	-.493	.500	-.490	.500	-.631
		.803	-.271	.300	-.716	.550	-.485	.550	-.491	.550	-.536
		.882	-.473	.350	-.663	.600	-.475	.600	-.473	.600	-.511
		.961	-.623	.400	-.633	.650	-.469	.650	-.469	.650	-.493
				.450	-.621	.700	-.459	.700	-.466	.700	-.483
				.500	-.598	.750	-.459	.990	-.423	.750	-.483
				.550	-.580	.850	-.447			.850	-.478
				.600	-.565	.950	-.429			.950	-.460
				.650	-.542					.990	-.447
				.700	-.533						
				.800	-.490						
				.900	-.453						
				.950	-.440						
				.990	-.408						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.000	.977	.005	.986
.010	-.631	.025	.445
.030	-.954	.050	.202
.050	-.964	.100	.062
.100	-.948	.180	-.063
.180	-.977	.400	-.320
.300	-.921	.500	-.450
.350	-.603	.600	-.659
.400	-.523	.650	-.737
.450	-.513	.700	-.777
.500	-.493	.750	-.787
.550	-.485	.800	-.727
.600	-.475	.900	-.188
.650	-.469	.950	-.100
.700	-.459		
.750	-.459		
.850	-.447		
.950	-.429		

X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.174	.005	1.039	.005	.968	.005	.851
.222	.091	.025	.457	.025	.407	.025	.344
.338	-.042	.050	.246	.050	.127	.050	.040
.448	-.156	.100	.018	.100	.031	.100	-.054
.527	-.274	.120	.007	.180	-.119	.180	-.129
.605	-.373	.180	-.073	.300	-.227	.300	-.265
.684	-.521	.250	-.156	.400	-.355	.400	-.383
.724	-.591	.300	-.218	.500	-.487	.500	-.500
.763	-.649	.400	-.313	.600	-.690	.600	-.678
.803	-.665	.500	-.457	.650	-.747	.650	-.703
.842	-.531	.600	-.641	.700	-.766	.700	-.770
.921	-.084	.650	-.703	.750	-.794	.750	-.858
.961	-.009	.700	-.757	.800	-.702	.800	-.387
		.750	-.773				
		.800	-.713				
		.900	-.152				
		.950	-.075				

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(j) $M = 0.90$ - Continued

$\alpha = 6.93^\circ$; $C_L = 0.474$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
.731	-.357	.223	-.639	0.000	.857	0.000	-.949	0.000	1.005	0.000	.931	0.000	.931	0.000	.931	0.000	.931		
.747	-.678	.346	-.695	.003	-.337	.010	-.692	.010	-.490	.010	-.342	.010	-.342	.010	-.342	.010	-.342		
.763	-.731	.448	-.862	.010	-.793	.030	-1.006	.030	-.990	.030	-.922	.030	-.922	.030	-.922	.030	-.922		
.778	-.793	.487	-.912	.020	-1.006	.050	-1.024	.050	-1.030	.050	-1.013	.050	-1.013	.050	-1.013	.050	-1.013		
		.527	-.745	.025	-1.124	.100	-1.003	.100	-.960	.100	-1.028	.100	-1.028	.100	-1.028	.100	-1.028		
		.566	-.523	.030	-1.222	.180	-1.018	.180	-.996	.180	-.978	.180	-.978	.180	-.978	.180	-.978		
		.605	-.394	.050	-1.337	.300	-.629	.300	-.928	.300	-.948	.300	-.948	.300	-.948	.300	-.948		
		.669	-.284	.100	-1.300	.350	-.559	.350	-.643	.350	-.897	.350	-.897	.350	-.897	.350	-.897		
		.684	-.233	.120	-1.257	.400	-.545	.400	-.548	.400	-.799	.400	-.799	.400	-.799	.400	-.799		
		.724	-.223	.180	-1.171	.450	-.530	.450	-.534	.450	-.674	.450	-.674	.450	-.674	.450	-.674		
		.763	-.260	.250	-.826	.500	-.519	.500	-.527	.500	-.570	.500	-.570	.500	-.570	.500	-.570		
		.803	-.277	.300	-.744	.550	-.524	.550	-.523	.550	-.544	.550	-.544	.550	-.544	.550	-.544		
		.882	-.496	.350	-.695	.600	-.515	.600	-.513	.600	-.532	.600	-.532	.600	-.532	.600	-.532		
		.961	-.666	.400	-.662	.650	-.496	.650	-.505	.650	-.523	.650	-.523	.650	-.523	.650	-.523		
				.450	-.640	.700	-.494	.700	-.504	.700	-.523	.700	-.523	.700	-.523	.700	-.523		
				.500	-.624	.750	-.494	.750	-.458	.750	-.512	.750	-.512	.750	-.512	.750	-.512		
				.550	-.616	.850	-.485	.850	-.505	.850	-.505	.850	-.505	.850	-.505	.850	-.505		
				.600	-.598	.950	-.468	.950	-.468	.950	-.506	.950	-.506	.950	-.506	.950	-.506		
				.650	-.584						-.487		-.487		-.487		-.487		
				.700	-.560														
				.800	-.533														
				.900	-.493														
				.950	-.472														
				.990	-.451														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP		
		.148	.203	.005	1.046	.005	1.010	.005	.982	.005	.888	.005	.888	.005	.888	.005	.888		
		.222	.124	.025	.510	.025	.511	.025	.481	.025	.423	.025	.423	.025	.423	.025	.423		
		.338	-.013	.050	.302	.050	.277	.050	.197	.050	.100	.050	.100	.050	.100	.050	.100		
		.448	-.127	.100	.082	.100	.129	.100	.097	.100	.011	.100	.011	.100	.011	.100	.011		
		.527	-.250	.120	.052	.180	-.015	.180	-.073	.180	-.080	.180	-.080	.180	-.080	.180	-.080		
		.605	-.337	.180	-.019	.400	-.279	.400	-.179	.400	-.224	.400	-.224	.400	-.224	.400	-.224		
		.684	-.500	.250	-.108	.500	-.418	.500	-.308	.500	-.352	.500	-.352	.500	-.352	.500	-.352		
		.724	-.567	.300	-.170	.600	-.623	.600	-.442	.600	-.475	.600	-.475	.600	-.475	.600	-.475		
		.763	-.624	.400	-.276	.650	-.706	.650	-.661	.650	-.648	.650	-.648	.650	-.648	.650	-.648		
		.803	-.651	.500	-.418	.700	-.739	.700	-.722	.700	-.678	.700	-.678	.700	-.678	.700	-.678		
		.842	-.417	.600	-.607	.750	-.757	.750	-.733	.750	-.741	.750	-.741	.750	-.741	.750	-.741		
		.921	-.054	.650	-.688	.800	-.673	.800	-.767	.800	-.833	.800	-.833	.800	-.833	.800	-.833		
		.961	.003	.700	-.736	.900	-.132	.900	-.633	.900	-.297	.900	-.297	.900	-.297	.900	-.297		
				.750	-.752	.950	-.060	.950	-.060	.950	-.060	.950	-.060	.950	-.060	.950	-.060		
				.800	-.666														
				.900	-.100														
				.950	-.043														

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Continued

(i) M = 0.90 - Continued

$\alpha = 7.97^\circ$; $C_L = 0.563$

STATION .149				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.344	.273	-.707	0.000	.800	0.000	.898	0.000	.968	0.000	.908	0.000	.908	0.000	.908				
.747	-.595	.346	-.745	.003	-.156	.010	-.778	.010	-.580	.010	-.418	.010	-.418	.010	-.418				
.763	-.816	.448	-.903	.010	-.873	.030	-1.092	.030	-1.057	.030	-1.003	.030	-1.003	.030	-1.003				
.778	-.919	.487	-.888	.020	-.812	.050	-1.108	.050	-1.104	.050	-1.085	.050	-1.085	.050	-1.085				
		.527	-.579	.025	-1.068	.100	-1.081	.100	-1.041	.100	-1.090	.100	-1.090	.100	-1.090				
		.566	-.460	.030	-.893	.180	-.996	.180	-1.061	.180	-1.048	.180	-1.048	.180	-1.048				
		.605	-.350	.050	-.906	.300	-.757	.300	-.759	.300	-.935	.300	-.935	.300	-.935				
		.669	-.293	.100	-.820	.350	-.603	.350	-.610	.350	-.725	.350	-.725	.350	-.725				
		.684	-.240	.120	-.898	.400	-.587	.400	-.585	.400	-.622	.400	-.622	.400	-.622				
		.724	-.259	.180	-.850	.450	-.588	.450	-.572	.450	-.586	.450	-.586	.450	-.586				
		.763	-.296	.250	-.907	.500	-.596	.500	-.566	.500	-.578	.500	-.578	.500	-.578				
		.803	-.317	.300	-.894	.550	-.578	.550	-.563	.550	-.571	.550	-.571	.550	-.571				
		.882	-.566	.350	-.955	.600	-.581	.600	-.546	.600	-.565	.600	-.565	.600	-.565				
		.961	-.752	.400	-.932	.650	-.547	.650	-.542	.650	-.553	.650	-.553	.650	-.553				
				.450	-.778	.700	-.552	.700	-.535	.700	-.555	.700	-.555	.700	-.555				
				.500	-.735	.750	-.525	.750	-.490	.750	-.539	.750	-.539	.750	-.539				
				.550	-.723	.850	-.536	.850		.850	-.539	.850	-.539	.850	-.539				
				.600	-.662	.950	-.510	.950		.950	-.541	.950	-.541	.950	-.541				
				.650	-.623					.990	-.521	.990	-.521	.990	-.521				
				.700	-.650														
				.800	-.594														
				.900	-.543														
				.950	-.495														
				.990	-.480														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.242	.005	1.056	.005	1.034	.005	1.007	.005	.917	.005	.917	.005	.917	.005	.917				
.222	.148	.025	.582	.025	.571	.025	.545	.025	.464	.025	.464	.025	.464	.025	.464				
.338	.017	.050	.365	.050	.352	.050	.264	.050	.174	.050	.174	.050	.174	.050	.174				
.448	-.110	.100	.148	.100	.182	.100	.153	.100	.050	.100	.050	.100	.050	.100	.050				
.527	-.230	.120	.113	.180	.036	.180	-.009	.180	-.033	.180	-.033	.180	-.033	.180	-.033				
.605	-.283	.180	.027	.400	-.250	.300	-.134	.300	-.195	.300	-.195	.300	-.195	.300	-.195				
.684	-.491	.250	-.060	.500	-.381	.400	-.280	.400	-.331	.400	-.331	.400	-.331	.400	-.331				
.724	-.556	.300	-.118	.600	-.603	.500	-.405	.500	-.447	.500	-.447	.500	-.447	.500	-.447				
.763	-.607	.400	-.242	.650	-.682	.600	-.637	.600	-.631	.600	-.631	.600	-.631	.600	-.631				
.803	-.631	.500	-.389	.700	-.721	.650	-.700	.650	-.654	.650	-.654	.650	-.654	.650	-.654				
.842	-.224	.600	-.592	.750	-.736	.700	-.716	.700	-.726	.700	-.726	.700	-.726	.700	-.726				
.921	.005	.650	-.671	.800	-.401	.750	-.745	.750	-.732	.750	-.732	.750	-.732	.750	-.732				
.961	.042	.700	-.724	.900	-.074	.800	-.450	.800	-.221	.800	-.221	.800	-.221	.800	-.221				
		.750	-.727	.950	-.019														
		.800	-.361																
		.900	-.348																
		.950	.008																

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 125 - Concluded

(j) $M = 0.90$ - Concluded

$\alpha = 8.96^\circ$; $C_L = 0.660$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.345	.223	-.774	0.000	.753	0.000	.869	0.000	.940	0.000	.883
.747	-.594	.346	-.781	.003	-.227	.010	-.828	.010	-.631	.010	-.490
.763	-.919	.448	-.922	.010	-.907	.030	-1.131	.030	-1.092	.030	-1.037
.778	-.965	.487	-.779	.020	-.842	.050	-1.147	.050	-1.151	.050	-1.121
		.527	-.526	.025	-.835	.100	-1.130	.100	-1.088	.100	-1.124
		.566	-.428	.030	-.850	.180	-1.071	.180	-1.088	.180	-1.080
		.605	-.337	.050	-.824	.300	-.680	.300	-.673	.300	-.820
		.669	-.274	.100	-.842	.350	-.637	.350	-.634	.350	-.675
		.684	-.257	.120	-.835	.400	-.633	.400	-.620	.400	-.631
		.724	-.283	.180	-.861	.450	-.632	.450	-.617	.450	-.605
		.763	-.331	.250	-.868	.500	-.621	.500	-.623	.500	-.603
		.803	-.363	.300	-.863	.550	-.591	.550	-.603	.550	-.601
		.882	-.625	.350	-.903	.600	-.601	.600	-.595	.600	-.593
		.961	-.819	.400	-.913	.650	-.621	.650	-.581	.650	-.594
				.450	-.876	.700	-.567	.700	-.586	.700	-.582
				.500	-.864	.750	-.572	.990	-.534	.750	-.582
				.550	-.821	.850	-.555			.850	-.576
				.600	-.771	.950	-.545			.950	-.571
				.650	-.739					.990	-.560
				.700	-.698						
				.800	-.642						
				.900	-.572						
				.950	-.547						
				.990	-.514						
WING LOWER SURFACE											
	X/C CP		X/C CP		X/C CP		X/C CP		X/C CP		X/C CP
	.148 .279		.005 1.072		.005 1.039		.005 1.036		.005 .926		
	.222 .193		.025 .637		.025 .629		.025 .594		.025 .523		
	.338 .056		.050 .440		.050 .407		.050 .346		.050 .236		
	.448 -.069		.100 .213		.100 .241		.100 .214		.100 .100		
	.527 -.187		.120 .182		.180 .085		.180 .047		.180 .002		
	.605 -.258		.180 .081		.400 -.199		.300 -.095		.300 -.161		
	.684 -.462		.250 -.008		.500 -.337		.400 -.232		.400 -.290		
	.724 -.520		.300 -.074		.600 -.565		.500 -.369		.500 -.409		
	.763 -.561		.400 -.195		.650 -.651		.600 -.604		.600 -.597		
	.803 -.572		.500 -.346		.700 -.686		.650 -.665		.650 -.625		
	.842 -.133		.600 -.549		.750 -.693		.700 -.675		.700 -.697		
	.921 .054		.650 -.631		.800 -.225		.750 -.697		.750 -.396		
	.961 .061		.700 -.686		.900 -.307		.800 -.257		.800 -.172		
			.750 -.635		.950 .036						
			.800 -.200								
			.900 .029								
			.950 .061								

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126

(a) $M = 0.775$

$\alpha = -0.05^\circ$; $C_L = 0.029$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.412	.223	-.342	0.000	1.030	0.000	1.027	0.000	1.024	0.000	.961								
.747	-.352	.346	-.436	.003	.496	.010	-.275	.010	-.072	.010	.098								
.763	-.309	.448	-.398	.010	-.366	.030	-.546	.030	-.479	.030	-.577								
.778	-.246	.487	-.385	.020	-.749	.050	-.567	.050	-.711	.050	-.590								
		.527	-.337	.025	-.793	.100	-.533	.100	-.492	.100	-.403								
		.566	-.284	.030	-.779	.180	-.539	.180	-.513	.180	-.390								
		.605	-.215	.050	-.687	.300	-.493	.300	-.507	.300	-.391								
		.669	-.209	.100	-.600	.350	-.487	.350	-.475	.350	-.366								
		.684	-.219	.120	-.579	.400	-.477	.400	-.459	.400	-.360								
		.724	-.228	.180	-.462	.450	-.481	.450	-.448	.450	-.369								
		.763	-.162	.250	-.478	.500	-.472	.500	-.446	.500	-.365								
		.803	-.115	.300	-.451	.550	-.467	.550	-.435	.550	-.374								
		.882	-.220	.350	-.432	.600	-.447	.600	-.411	.600	-.363								
		.961	-.133	.400	-.419	.650	-.410	.650	-.392	.650	-.335								
				.450	-.415	.700	-.352	.700	-.337	.700	-.323								
				.500	-.425	.750	-.284	.750	.094	.750	-.328								
				.550	-.437	.850	-.103			.850	-.127								
				.600	-.439	.950	.081			.950	.054								
				.650	-.399					.990	.129								
				.700	-.365														
				.800	-.218														
				.900	-.032														
				.950	.069														
				.990	.143														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.161	.005	.632	.005	.570	.005	.525	.005	.387								
		.222	-.230	.025	-.374	.025	-.278	.025	-.292	.025	-.288								
		.338	-.348	.050	-.500	.050	-.518	.050	-.592	.050	-.564								
		.448	-.424	.100	-.573	.100	-.552	.100	-.546	.100	-.442								
		.527	-.490	.120	-.569	.180	-.546	.180	-.580	.180	-.397								
		.605	-.439	.180	-.537	.400	-.535	.300	-.477	.300	-.397								
		.684	-.395	.250	-.553	.500	-.473	.400	-.483	.400	-.414								
		.724	-.285	.300	-.545	.600	-.356	.500	-.429	.500	-.374								
		.763	-.179	.400	-.547	.650	-.208	.600	-.311	.600	-.253								
		.803	-.060	.500	-.540	.700	-.067	.650	-.168	.650	-.162								
		.842	.049	.600	-.389	.750	.047	.700	-.038	.700	-.045								
		.921	.140	.650	-.245	.800	.132	.750	.077	.750	.084								
		.961	.159	.700	-.108	.900	.226	.800	.150	.800	.182								
				.750	.019	.950	.248												
				.800	.092														
				.900	.202														
				.950	.230														

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(a) $M = 0.775$ - Continued

$\alpha = 0.96^\circ$; $C_L = 0.154$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.423	.223	-.418	0.000	1.012	0.000	1.033	0.000	.975
.747	-.358	.346	-.520	.003	.733	.010	-.284	.010	-.099
.763	-.316	.448	-.457	.010	-.588	.030	-.786	.030	-.776
.778	-.244	.487	-.421	.020	-.928	.050	-.968	.050	-.754
		.527	-.370	.025	-1.065	.100	-.640	.100	-.478
		.566	-.307	.030	-1.100	.180	-.728	.180	-.476
		.605	-.237	.050	-1.096	.300	-.598	.300	-.461
		.669	-.216	.100	-.762	.350	-.527	.350	-.403
		.684	-.232	.120	-.662	.400	-.532	.400	-.411
		.724	-.243	.180	-.502	.450	-.521	.450	-.404
		.763	-.178	.250	-.537	.500	-.505	.500	-.397
		.803	-.129	.300	-.524	.550	-.480	.550	-.400
		.882	-.219	.350	-.489	.600	-.464	.600	-.389
		.961	-.125	.400	-.464	.650	-.421	.650	-.359
				.450	-.451	.700	-.356	.700	-.339
				.500	-.458	.750	-.288	.750	-.343
				.550	-.469	.850	-.100	.850	-.130
				.600	-.468	.950	.084	.950	.054
				.650	-.418			.990	.125
				.700	-.376				
				.800	-.221				
				.900	-.032				
				.950	.069				
				.990	.140				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.113	.005	.762	.005	.721	.005	.690	.005	.543
.222	-.170	.025	-.163	.025	-.097	.025	-.081	.025	-.094
.338	-.298	.050	-.284	.050	-.323	.050	-.350	.050	-.428
.448	-.369	.100	-.452	.100	-.367	.100	-.369	.100	-.330
.527	-.424	.120	-.429	.180	-.422	.180	-.455	.180	-.308
.605	-.398	.180	-.437	.400	-.458	.300	-.409	.300	-.335
.684	-.377	.250	-.439	.500	-.439	.400	-.428	.400	-.358
.724	-.269	.300	-.461	.600	-.346	.500	-.402	.500	-.351
.763	-.168	.400	-.487	.650	-.203	.600	-.297	.600	-.240
.803	-.049	.500	-.495	.700	-.060	.650	-.157	.650	-.152
.842	.060	.600	-.371	.750	.053	.700	-.032	.700	-.042
.921	.155	.650	-.229	.800	.147	.750	.089	.750	.086
.961	.168	.700	-.101	.900	.241	.800	.164	.800	.192
		.750	.024	.950	.263				
		.800	.107						
		.900	.214						
		.950	.241						

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(a) $M = 0.775$ - Continued

$\alpha = 1.42^\circ$; $C_L = 0.209$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.412	.223	-.452	0.000	.988	0.000	1.009	0.000	1.024	0.000	.972								
.747	-.353	.346	-.584	.003	.258	.010	-.575	.010	-.357	.010	-.172								
.763	-.316	.448	-.478	.010	-.671	.030	-.978	.030	-.935	.030	-.902								
.778	-.242	.487	-.432	.020	-1.020	.050	-.843	.050	-1.004	.050	-.909								
		.527	-.381	.025	-1.146	.100	-.835	.100	-.816	.100	-.759								
		.566	-.315	.030	-1.212	.180	-.812	.180	-.768	.180	-.492								
		.605	-.244	.050	-1.132	.300	-.619	.300	-.598	.300	-.481								
		.669	-.228	.100	-1.006	.350	-.543	.350	-.530	.350	-.421								
		.684	-.241	.120	-.943	.400	-.534	.400	-.509	.400	-.421								
		.724	-.239	.180	-.686	.450	-.531	.450	-.492	.450	-.421								
		.763	-.180	.250	-.542	.500	-.510	.500	-.478	.500	-.407								
		.803	-.134	.300	-.538	.550	-.496	.550	-.466	.550	-.416								
		.842	-.223	.350	-.503	.600	-.471	.600	-.434	.600	-.404								
		.961	-.118	.400	-.480	.650	-.420	.650	-.406	.650	-.365								
				.450	-.466	.700	-.353	.700	-.342	.700	-.347								
				.500	-.469	.750	-.279	.750	-.279	.750	-.341								
				.550	-.479	.850	-.098	.850	-.098	.850	-.130								
				.600	-.481	.950	.082	.950	.082	.950	.052								
				.650	-.422					.990	.124								
				.700	-.380														
				.800	-.201														
				.900	-.029														
				.950	.070														
				.990	.138														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.090	.005	.805	.005	.778	.005	.716	.005	.625								
		.222	-.158	.025	-.074	.025	-.020	.025	-.017	.025	-.030								
		.338	-.262	.050	-.216	.050	-.275	.050	-.292	.050	-.345								
		.448	-.342	.100	-.380	.100	-.347	.100	-.316	.100	-.290								
		.527	-.403	.120	-.373	.180	-.381	.180	-.378	.180	-.277								
		.605	-.388	.180	-.383	.400	-.437	.300	-.375	.300	-.313								
		.684	-.361	.250	-.424	.500	-.429	.400	-.414	.400	-.342								
		.724	-.265	.300	-.424	.600	-.346	.500	-.386	.500	-.339								
		.763	-.166	.400	-.444	.650	-.203	.600	-.292	.600	-.238								
		.803	-.042	.500	-.472	.700	-.058	.650	-.158	.650	-.149								
		.842	.064	.600	-.372	.750	.057	.700	-.031	.700	-.038								
		.921	.157	.650	-.224	.800	.150	.750	.090	.750	.090								
		.961	.178	.700	-.095	.900	.246	.800	.164	.800	.195								
				.750	.034	.950	.267												
				.800	.114														
				.900	.220														
				.950	.242														

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(a) $M = 0.775$ - Continued

$\alpha = 1.89^\circ$; $C_L = 0.265$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.407	.223	-.484	0.000	.972	0.000	.991	0.000	1.019	0.000	.969
.747	-.359	.346	-.653	.003	.192	.010	-.660	.010	-.439	.010	-.254
.763	-.314	.448	-.502	.010	-.782	.030	-1.084	.030	-1.085	.030	-1.014
.778	-.242	.487	-.454	.020	-1.056	.050	-1.074	.050	-1.160	.050	-1.004
		.527	-.392	.025	-1.239	.100	-.921	.100	-.892	.100	-.932
		.566	-.323	.030	-1.322	.180	-.926	.180	-.908	.180	-.463
		.605	-.251	.050	-1.275	.300	-.633	.300	-.676	.300	-.495
		.669	-.231	.100	-1.074	.350	-.520	.350	-.479	.350	-.436
		.684	-.244	.120	-1.026	.400	-.511	.400	-.498	.400	-.434
		.724	-.250	.180	-.966	.450	-.515	.450	-.491	.450	-.429
		.763	-.179	.250	-.536	.500	-.509	.500	-.479	.500	-.422
		.803	-.130	.300	-.511	.550	-.494	.550	-.466	.550	-.423
		.882	-.223	.350	-.500	.600	-.464	.600	-.435	.600	-.410
		.961	-.118	.400	-.483	.650	-.417	.650	-.408	.650	-.372
				.450	-.471	.700	-.352	.700	-.345	.700	-.348
				.500	-.474	.750	-.281	.990	.097	.750	-.347
				.550	-.480	.850	-.099			.850	-.133
				.600	-.486	.950	.078			.950	.046
				.650	-.423					.990	.120
				.700	-.379						
				.800	-.219						
				.900	-.032						
				.950	.070						
				.990	.138						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.148	-.057		.005	.852		.005	.807		.005	.647
	.222	-.130		.025	.001		.025	.061		.025	.057
	.338	-.240		.050	-.126		.050	-.175		.050	-.249
	.448	-.323		.100	-.345		.100	-.257		.100	-.261
	.527	-.384		.120	-.317		.180	-.326		.180	-.245
	.605	-.371		.180	-.339		.400	-.412		.300	-.302
	.684	-.349		.250	-.370		.500	-.415		.400	-.324
	.724	-.250		.300	-.394		.600	-.337		.500	-.330
	.763	-.157		.400	-.432		.650	-.192		.600	-.229
	.803	-.031		.500	-.450		.700	-.052		.650	-.141
	.842	.069		.600	-.362		.750	.064		.700	-.036
	.921	.159		.650	-.217		.800	.153		.750	.092
	.961	.179		.700	-.085		.900	.251		.800	.196
				.750	.035		.950	.271			
				.800	.115						
				.900	.223						
				.950	.247						

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(a) $M = 0.775$ - Continued

$\alpha = 2.46^\circ$; $C_L = 0.341$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.435	.223	-.530	0.000	.925	0.000	.970	0.000	1.009	0.000	.955								
.747	-.365	.346	-.695	.003	.113	.010	-.762	.010	-.513	.010	-.326								
.763	-.308	.448	-.533	.010	-.840	.030	-1.128	.030	-1.121	.030	-1.065								
.778	-.241	.487	-.472	.020	-1.150	.050	-1.165	.050	-1.271	.050	-1.129								
		.527	-.409	.025	-1.321	.100	-1.066	.100	-1.035	.100	-1.091								
		.566	-.335	.030	-1.414	.180	-1.241	.180	-1.029	.180	-.895								
		.605	-.256	.050	-1.459	.300	-.963	.300	-1.042	.300	-.489								
		.669	-.240	.100	-1.186	.350	-.544	.350	-.638	.350	-.438								
		.684	-.249	.120	-1.133	.400	-.467	.400	-.425	.400	-.432								
		.724	-.247	.180	-.999	.450	-.462	.450	-.399	.450	-.434								
		.763	-.181	.250	-.927	.500	-.455	.500	-.448	.500	-.422								
		.803	-.142	.300	-.595	.550	-.467	.550	-.428	.550	-.431								
		.882	-.212	.350	-.471	.600	-.442	.600	-.418	.600	-.410								
		.961	-.111	.400	-.462	.650	-.410	.650	-.395	.650	-.374								
				.450	-.459	.700	-.349	.700	-.340	.700	-.355								
				.500	-.464	.750	-.278	.990	.099	.750	-.351								
				.550	-.478	.850	-.094			.850	-.137								
				.600	-.468	.950	.079			.950	.044								
				.650	-.417					.990	.117								
				.700	-.374														
				.800	-.217														
				.900	-.029														
				.950	.070														
				.990	.136														
WING LOWER SURFACE																			
	X/C	CP		X/C	CP		X/C	CP		X/C	CP		X/C	CP					
	.148	-.041		.005	.907		.005	.958		.005	.842		.005	.711					
	.222	-.101		.025	.089		.025	.149		.025	.141		.025	.127					
	.338	-.214		.050	-.072		.050	-.126		.050	-.162		.050	-.208					
	.448	-.294		.100	-.263		.100	-.184		.100	-.191		.100	-.193					
	.527	-.357		.120	-.259		.180	-.272		.180	-.282		.180	-.203					
	.605	-.353		.180	-.291		.400	-.389		.300	-.306		.300	-.265					
	.684	-.330		.250	-.328		.500	-.391		.400	-.353		.400	-.309					
	.724	-.242		.300	-.348		.600	-.319		.500	-.348		.500	-.311					
	.763	-.148		.400	-.390		.650	-.187		.600	-.273		.600	-.216					
	.803	-.028		.500	-.417		.700	-.043		.650	-.140		.650	-.136					
	.842	.078		.600	-.350		.750	.068		.700	-.021		.700	-.031					
	.921	.167		.650	-.209		.800	.164		.750	.101		.750	.096					
	.961	.185		.700	-.080		.900	.261		.800	.178		.800	.205					
				.750	.044		.950	.276											
				.800	.127														
				.900	.234														
				.950	.255														

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(a) $M = 0.775$ - Continued

$\alpha = 2.96^\circ$; $C_L = 0.405$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.425	.223	-.555	0.000	.906	0.000	.953	0.000	1.002	0.000	.942
.747	-.353	.346	-.735	.003	.008	.010	-.807	.010	-.593	.010	-.383
.763	-.305	.448	-.632	.010	-.916	.030	-1.217	.030	-1.206	.030	-1.135
.778	-.236	.487	-.522	.020	-1.241	.050	-1.212	.050	-1.364	.050	-1.194
		.527	-.429	.025	-1.390	.100	-1.119	.100	-1.129	.100	-1.119
		.566	-.343	.030	-1.477	.180	-1.136	.180	-1.107	.180	-1.029
		.605	-.267	.050	-1.521	.300	-1.144	.300	-1.125	.300	-.498
		.669	-.244	.100	-1.399	.350	-1.172	.350	-1.106	.350	-.445
		.684	-.252	.120	-1.266	.400	-.581	.400	-.484	.400	-.437
		.724	-.250	.180	-1.041	.450	-.450	.450	-.401	.450	-.432
		.763	-.184	.250	-1.019	.500	-.415	.500	-.377	.500	-.424
		.803	-.145	.300	-.886	.550	-.402	.550	-.389	.550	-.429
		.882	-.210	.350	-.494	.600	-.399	.600	-.379	.600	-.418
		.961	-.105	.400	-.445	.650	-.374	.650	-.363	.650	-.383
				.450	-.444	.700	-.320	.700	-.317	.700	-.362
				.500	-.444	.750	-.269	.990	.096	.750	-.356
				.550	-.451	.850	-.094			.850	-.141
				.600	-.452	.950	.079			.950	.042
				.650	-.405					.990	.117
				.700	-.365						
				.800	-.212						
				.900	-.027						
				.950	.070						
				.990	.139						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.011	.005	.926	.005	.890	.005	.873	.005	.756		
.222	-.070	.025	.183	.025	.188	.025	.221	.025	.175		
.338	-.194	.050	-.009	.050	-.034	.050	-.081	.050	-.140		
.448	-.270	.100	-.196	.100	-.133	.100	-.128	.100	-.153		
.527	-.333	.120	-.208	.180	-.236	.180	-.237	.180	-.187		
.605	-.331	.180	-.252	.400	-.356	.300	-.272	.300	-.245		
.684	-.331	.250	-.302	.500	-.354	.400	-.335	.400	-.291		
.724	-.232	.300	-.319	.600	-.314	.500	-.333	.500	-.287		
.763	-.144	.400	-.375	.650	-.176	.600	-.261	.600	-.211		
.803	-.026	.500	-.399	.700	-.040	.650	-.134	.650	-.127		
.842	.078	.600	-.338	.750	.077	.700	-.018	.700	-.029		
.921	.169	.650	-.206	.800	.166	.750	.106	.750	.102		
.961	.182	.700	-.078	.900	.265	.800	.182	.800	.207		
		.750	.052	.950	.285						
		.800	.130								
		.900	.238								
		.950	.262								

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(a) $M = 0.775$ - Continued

$\alpha = 3.93^\circ$; $C_L = 0.527$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.442	.223	-.600	0.000	.841	0.000	.922	0.000	.963	0.000	.911								
.747	-.353	.346	-.815	.003	-.122	.010	-.943	.030	-1.327	.030	-1.321	.030	-1.266						
.763	-.300	.448	-.757	.010	-1.043	.050	-1.345	.100	-1.257	.100	-1.262	.100	-1.267						
.778	-.232	.487	-.611	.020	-1.342	.180	-1.253	.300	-1.268	.300	-1.276	.300	-1.276						
		.527	-.479	.025	-1.502	.350	-1.280	.400	-.878	.400	-1.029	.400	-1.029						
		.566	-.380	.030	-1.577	.450	-.674	.450	-.674	.450	-.628	.450	-.628						
		.605	-.289	.050	-1.658	.500	-.570	.500	-.570	.500	-.529	.500	-.529						
		.669	-.265	.100	-1.578	.550	-.478	.550	-.478	.550	-.432	.550	-.432						
		.684	-.263	.120	-1.537	.600	-.383	.600	-.383	.600	-.356	.600	-.356						
		.724	-.251	.180	-1.258	.657	-.311	.657	-.311	.650	-.297	.650	-.297						
		.763	-.198	.250	-1.100	.700	-.260	.700	-.260	.700	-.252	.700	-.252						
		.803	-.151	.300	-1.123	.750	-.195	.750	-.195	.750	-.195	.750	-.195						
		.882	-.197	.350	-1.105	.850	-.067	.850	-.067	.850	-.067	.850	-.067						
		.961	-.093	.400	-.571	.950	.074	.950	.074	.950	.074	.950	.074						
				.450	-.439														
				.500	-.415														
				.550	-.406														
				.600	-.413														
				.650	-.375														
				.700	-.340														
				.800	-.202														
				.900	-.024														
				.950	.072														
				.990	.141														

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(a) $M = 0.775$ - Concluded

$\alpha = 4.93^\circ$; $C_L = 0.591$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.396	.223	-.677	0.000	.793	0.000	.873	0.000	.868
.747	-.349	.346	-.845	.003	-.253	.010	-1.053	.010	-.603
.763	-.300	.448	-.927	.010	-1.136	.030	-1.436	.030	-1.341
.778	-.233	.487	-.634	.020	-1.428	.050	-1.418	.050	-1.393
		.527	-.487	.025	-1.580	.100	-1.378	.100	-1.359
		.566	-.379	.030	-1.655	.180	-1.372	.190	-1.263
		.605	-.292	.050	-1.762	.300	-.852	.300	-1.089
		.669	-.260	.100	-1.701	.350	-.739	.350	-.749
		.684	-.255	.120	-1.674	.400	-.701	.400	-.452
		.724	-.246	.180	-1.607	.450	-.672	.450	-.430
		.763	-.186	.250	-1.197	.500	-.630	.500	-.402
		.803	-.151	.300	-1.014	.550	-.557	.550	-.425
		.882	-.194	.350	-.884	.600	-.499	.600	-.417
		.961	-.097	.400	-.748	.650	-.433	.650	-.393
				.450	-.559	.700	-.373	.700	-.378
				.500	-.464	.750	-.315	.750	-.378
				.550	-.414	.850	-.213	.850	-.167
				.600	-.398	.950	-.138	.950	.012
				.650	-.379			.990	.094
				.700	-.348				
				.800	-.216				
				.900	-.048				
				.950	.034				
				.990	.087				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.085	.005	.996	.005	.965	.005	.957	.005	.856
.222	.012	.025	.406	.025	.410	.025	.412	.025	.351
.338	-.106	.050	.193	.050	.179	.050	.111	.050	.053
.448	-.192	.100	-.033	.100	.019	.100	.019	.100	-.038
.527	-.262	.120	-.044	.180	-.093	.180	-.112	.180	-.093
.605	-.283	.180	-.113	.400	-.272	.300	-.187	.300	-.189
.684	-.288	.250	-.162	.500	-.370	.400	-.260	.400	-.243
.724	-.209	.300	-.209	.600	-.271	.500	-.293	.500	-.266
.763	-.172	.400	-.281	.650	-.190	.600	-.260	.600	-.199
.803	-.011	.500	-.344	.700	-.065	.650	-.143	.650	-.122
.842	.101	.600	-.314	.750	.048	.700	-.028	.700	-.032
.921	.184	.650	-.198	.800	.150	.750	.093	.750	.094
.961	.194	.700	-.078	.900	.225	.800	.169	.800	.209
		.750	.030	.950	.223				
		.800	.125						
		.900	.240						
		.950	.234						

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(b) $M = 0.80$

$\alpha = -0.07^\circ$; $C_L = 0.020$

		STATION .149		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.464	.223	-.336	0.000	1.042	0.000	1.034	0.000	1.028	0.000	.966
.747	-.369	.346	-.454	.003	.518	.010	-.217	.010	-.050	.010	.098
.763	-.314	.448	-.415	.010	-.349	.030	-.527	.030	-.445	.030	-.499
.778	-.236	.487	-.386	.020	-.660	.050	-.577	.050	-.725	.050	-.594
		.527	-.336	.025	-.757	.100	-.527	.100	-.473	.100	-.419
		.566	-.273	.030	-.818	.180	-.558	.180	-.546	.180	-.416
		.605	-.203	.050	-.715	.300	-.579	.300	-.617	.300	-.435
		.669	-.202	.100	-.613	.350	-.501	.350	-.502	.350	-.383
		.684	-.228	.120	-.605	.400	-.501	.400	-.485	.400	-.383
		.724	-.266	.180	-.519	.450	-.508	.450	-.482	.450	-.387
		.763	-.197	.250	-.470	.500	-.506	.500	-.472	.500	-.384
		.803	-.145	.300	-.473	.550	-.504	.550	-.464	.550	-.396
		.882	-.230	.350	-.450	.600	-.495	.600	-.439	.600	-.387
		.961	-.128	.400	-.428	.650	-.436	.650	-.407	.650	-.353
				.450	-.427	.700	-.352	.700	-.342	.700	-.329
				.500	-.446	.750	-.280	.990	.093	.750	-.331
				.550	-.464	.850	-.089			.850	-.119
				.600	-.499	.950	.090			.950	.063
				.650	-.454					.990	.135
				.700	-.393						
				.800	-.216						
				.900	-.020						
				.950	.078						
				.990	.149						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.164	.005	.659	.005	.578	.005	.546	.005	.392
		.222	-.224	.025	-.355	.025	-.269	.025	-.269	.025	-.262
		.338	-.351	.050	-.473	.050	-.524	.050	-.623	.050	-.628
		.448	-.440	.100	-.612	.100	-.581	.100	-.583	.100	-.476
		.527	-.542	.120	-.609	.180	-.545	.180	-.644	.180	-.442
		.605	-.470	.180	-.519	.400	-.578	.300	-.548	.300	-.413
		.684	-.419	.250	-.575	.500	-.500	.400	-.501	.400	-.435
		.724	-.285	.300	-.606	.600	-.348	.500	-.456	.500	-.402
		.763	-.177	.400	-.662	.650	-.193	.600	-.300	.600	-.262
		.803	-.062	.500	-.579	.700	-.052	.650	-.158	.650	-.161
		.842	.040	.600	-.381	.750	.044	.700	-.030	.700	-.041
		.921	.137	.650	-.226	.800	.126	.750	.082	.750	.083
		.961	.163	.700	-.095	.900	.218	.800	.154	.800	.179
				.750	.022	.950	.247				
				.800	.089						
				.900	.194						
				.950	.231						

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(b) $M = 0.80$ - Continued

$\alpha = 0.92^\circ$; $C_L = 0.146$

STATION .149				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.497	.223	-.411	0.000	1.028	0.000	1.027	0.000	1.039	0.000	.973								
.747	-.369	.346	-.577	.003	.366	.010	-.404	.010	-.223	.010	-.057								
.763	-.311	.448	-.461	.010	-.505	.030	-.851	.030	-.713	.030	-.769								
.778	-.234	.487	-.418	.020	-.852	.050	-.711	.050	-.906	.050	-.712								
		.527	-.360	.025	-.970	.100	-.709	.100	-.555	.100	-.670								
		.566	-.294	.030	-1.031	.180	-.711	.180	-.712	.180	-.475								
		.605	-.221	.050	-.995	.300	-.723	.300	-.778	.300	-.512								
		.669	-.212	.100	-.798	.350	-.557	.350	-.667	.350	-.416								
		.684	-.238	.120	-.735	.400	-.533	.400	-.477	.400	-.415								
		.724	-.282	.180	-.710	.450	-.533	.450	-.448	.450	-.415								
		.763	-.218	.250	-.564	.500	-.519	.500	-.455	.500	-.409								
		.803	-.172	.300	-.503	.550	-.513	.550	-.468	.550	-.420								
		.882	-.234	.350	-.486	.600	-.494	.600	-.448	.600	-.405								
		.961	-.117	.400	-.463	.650	-.435	.650	-.415	.650	-.368								
				.450	-.464	.700	-.347	.700	-.345	.700	-.350								
				.500	-.461	.750	-.277	.990	.100	.750	-.346								
				.550	-.483	.850	-.085			.850	-.121								
				.600	-.529	.950	.091			.950	.062								
				.650	-.465					.990	.134								
				.700	-.397														
				.800	-.210														
				.900	-.017														
				.950	.081														
				.990	.145														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	-.102	.005	.756	.005	.720	.005	.652	.005	.545								
		.222	-.174	.025	-.147	.025	-.115	.025	-.093	.025	-.101								
		.338	-.296	.050	-.306	.050	-.323	.050	-.384	.050	-.449								
		.448	-.395	.100	-.462	.100	-.407	.100	-.413	.100	-.383								
		.527	-.478	.120	-.461	.180	-.460	.180	-.526	.180	-.354								
		.605	-.449	.180	-.449	.400	-.520	.300	-.449	.300	-.374								
		.684	-.404	.250	-.490	.500	-.503	.400	-.485	.400	-.398								
		.724	-.276	.300	-.512	.600	-.351	.500	-.438	.500	-.380								
		.763	-.169	.400	-.534	.650	-.203	.600	-.302	.600	-.253								
		.803	-.051	.500	-.570	.700	-.053	.650	-.160	.650	-.155								
		.842	.058	.600	-.375	.750	.053	.700	-.027	.700	-.036								
		.921	.147	.650	-.233	.800	.141	.750	.083	.750	.090								
		.961	.173	.700	-.093	.900	.232	.800	.162	.800	.191								
				.750	.030	.950	.258												
				.800	.101														
				.900	.212														
				.950	.236														

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(b) $M = 0.80$ - Continued

$\alpha = 1.96^\circ$; $C_L = 0.286$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.514	.223	-.482	0.000	.976	0.000	1.006	0.000	1.028	0.000	.972
.747	-.378	.346	-.645	.003	.208	.010	-.615	.010	-.370	.010	-.210
.763	-.306	.448	-.622	.010	-.724	.030	-1.001	.030	-.967	.030	-.929
.778	-.235	.487	-.477	.020	-.983	.050	-.991	.050	-1.088	.050	-.977
		.527	-.394	.025	-1.151	.100	-.869	.100	-.824	.100	-.921
		.566	-.315	.030	-1.240	.180	-.934	.180	-.923	.180	-.839
		.605	-.244	.050	-1.199	.300	-.963	.300	-.926	.300	-.628
		.669	-.232	.100	-1.017	.350	-.992	.350	-.932	.350	-.579
		.684	-.251	.120	-.987	.400	-.924	.400	-.922	.400	-.458
		.724	-.296	.180	-.912	.450	-.518	.450	-.579	.450	-.418
		.763	-.228	.250	-.895	.500	-.442	.500	-.395	.500	-.409
		.803	-.169	.300	-.881	.550	-.421	.550	-.364	.550	-.423
		.882	-.227	.350	-.568	.600	-.429	.600	-.372	.600	-.410
		.961	-.109	.400	-.442	.650	-.386	.650	-.362	.650	-.376
				.450	-.422	.700	-.330	.700	-.313	.700	-.355
				.500	-.456	.750	-.256	.990	.106	.750	-.349
				.550	-.480	.850	-.081			.850	-.124
				.600	-.504	.950	.090			.950	.058
				.650	-.453					.990	.127
				.700	-.401						
				.800	-.210						
				.900	-.017						
				.950	.077						
				.990	.142						
WING LOWER SURFACE											
	X/C	CP		X/C	CP		X/C	CP		X/C	CP
	.148	-.052		.005	.865		.005	.798		.005	.630
	.222	-.117		.025	.036		.025	.090		.025	.057
	.338	-.237		.050	-.119		.050	-.185		.050	-.279
	.448	-.330		.100	-.345		.100	-.264		.100	-.266
	.527	-.412		.120	-.325		.180	-.347		.180	-.273
	.605	-.398		.180	-.341		.400	-.451		.300	-.314
	.684	-.375		.250	-.396		.500	-.440		.400	-.352
	.724	-.258		.300	-.428		.600	-.341		.500	-.343
	.763	-.150		.400	-.465		.650	-.187		.600	-.237
	.803	-.036		.500	-.497		.700	-.045		.650	-.142
	.842	.068		.600	-.366		.750	.065		.700	-.034
	.921	.163		.650	-.214		.800	.154		.750	.095
	.961	.181		.700	-.083		.900	.253		.800	.198
				.750	.043		.950	.273			
				.800	.123						
				.900	.226						
				.950	.257						

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(b) $M = 0.80$ -Continued

$\alpha = 2.43^\circ$; $C_L = 0.348$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.515	.223	-.506	0.000	.958	0.000	.995	0.000	1.015	0.000	.963
.747	-.371	.346	-.703	.003	.173	.010	-.657	.010	-.413	.010	-.245
.763	-.299	.448	-.756	.010	-.766	.030	-1.039	.030	-1.039	.030	-.969
.778	-.233	.487	-.534	.020	-1.038	.050	-1.047	.050	-1.179	.050	-1.036
		.527	-.425	.025	-1.223	.100	-.984	.100	-.950	.100	-.998
		.566	-.332	.030	-1.300	.180	-1.002	.180	-.950	.180	-.922
		.605	-.251	.050	-1.348	.300	-1.048	.300	-1.003	.300	-.702
		.669	-.239	.100	-1.187	.350	-1.046	.350	-1.016	.350	-.604
		.684	-.255	.120	-1.133	.400	-1.065	.400	-1.028	.400	-.545
		.724	-.304	.180	-.954	.450	-.830	.450	-.989	.450	-.439
		.763	-.223	.250	-.934	.500	-.516	.500	-.475	.500	-.406
		.803	-.180	.300	-.954	.550	-.410	.550	-.365	.550	-.419
		.882	-.222	.350	-.963	.600	-.372	.600	-.321	.600	-.404
		.961	-.102	.400	-.544	.650	-.336	.650	-.308	.650	-.373
				.450	-.430	.700	-.305	.700	-.273	.700	-.354
				.500	-.412	.750	-.234	.990	.104	.750	-.347
				.550	-.461	.850	-.080			.850	-.128
				.600	-.494	.950	.089			.950	.053
				.650	-.438					.990	.126
				.700	-.380						
				.800	-.203						
				.900	-.017						
				.950	.077						
				.990	.141						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	-.037	.005	.887	.005	.829	.005	.814	.005	.687
		.222	-.105	.025	.075	.025	.122	.025	.109	.025	.096
		.338	-.206	.050	-.061	.050	-.131	.050	-.163	.050	-.242
		.448	-.301	.100	-.281	.100	-.222	.100	-.217	.100	-.235
		.527	-.387	.120	-.266	.180	-.291	.180	-.320	.180	-.248
		.605	-.388	.180	-.306	.400	-.420	.300	-.347	.300	-.299
		.684	-.363	.250	-.352	.500	-.427	.400	-.397	.400	-.339
		.724	-.252	.300	-.389	.600	-.337	.500	-.396	.500	-.335
		.763	-.146	.400	-.433	.650	-.187	.600	-.288	.600	-.231
		.803	-.025	.500	-.474	.700	-.041	.650	-.145	.650	-.139
		.842	.082	.600	-.360	.750	.070	.700	-.018	.700	-.029
		.921	.169	.650	-.211	.800	.162	.750	.101	.750	.098
		.961	.184	.700	-.076	.900	.257	.800	.181	.800	.201
				.750	.047	.950	.276				
				.800	.131						
				.900	.238						
				.950	.261						

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(b) $M = 0.80$ - Continued

$\alpha = 2.97^\circ$; $C_L = 0.421$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.540	.223	-.528	0.000	.944	0.000	.977	0.000	1.015	0.000	.949
.747	-.361	.346	-.746	.003	.098	.010	-.736	.010	-.477	.010	-.318
.763	-.295	.448	-.758	.010	-.841	.030	-1.116	.030	-1.110	.030	-1.049
.778	-.222	.487	-.719	.020	-1.137	.050	-1.109	.050	-1.245	.050	-1.105
		.527	-.477	.025	-1.272	.100	-1.056	.100	-1.022	.100	-1.072
		.566	-.358	.030	-1.362	.180	-1.052	.180	-1.014	.180	-.979
		.605	-.272	.050	-1.432	.300	-1.123	.300	-1.087	.300	-.852
		.669	-.252	.100	-1.318	.350	-1.102	.350	-1.091	.350	-.740
		.684	-.264	.120	-1.275	.400	-1.118	.400	-1.089	.400	-.673
		.724	-.284	.180	-.971	.450	-1.131	.450	-1.068	.450	-.522
		.763	-.232	.250	-.984	.500	-.651	.500	-.577	.500	-.405
		.803	-.175	.300	-1.008	.550	-.487	.550	-.442	.550	-.404
		.882	-.216	.350	-1.002	.600	-.377	.600	-.342	.600	-.393
		.961	-.098	.400	-.777	.650	-.321	.650	-.291	.650	-.362
				.450	-.498	.700	-.256	.700	-.254	.700	-.346
				.500	-.429	.750	-.199	.750	.099	.750	-.344
				.550	-.440	.850	-.062			.850	-.128
				.600	-.456	.950	.085			.950	.050
				.650	-.400					.990	.124
				.700	-.357						
				.800	-.199						
				.900	-.017						
				.950	.078						
				.990	.142						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.870	.005	.913
.025	.205	.025	.160
.050	-.043	.050	.006
.100	-.153	.100	-.198
.180	-.238	.120	-.219
.400	-.387	.180	-.268
.500	-.400	.250	-.304
.600	-.324	.300	-.339
.650	-.180	.400	-.401
.700	-.039	.500	-.443
.750	.076	.600	-.354
.800	.168	.650	-.201
.900	.270	.700	-.064
.950	.285	.750	.055
		.800	.132
		.900	.240
		.950	.263

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(b) $M = 0.80$ - Continued

$\alpha = 3.93^\circ$; $C_L = 0.507$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.503	.223	-.592	0.000	.889	0.000	.939	0.000	.996	0.000	.935	0.010	-.600	0.010	-.403				
.747	-.353	.346	-.770	.003	-.036	.010	-.833	.010	-.600	.030	-1.193	.030	-1.132	.030	-1.132				
.763	-.299	.448	-.903	.010	-.924	.030	-1.207	.050	-1.206	.050	-1.329	.050	-1.194	.050	-1.194				
.778	-.225	.487	-.806	.020	-1.214	.050	-1.206	.100	-1.152	.100	-1.130	.100	-1.151	.100	-1.151				
		.527	-.563	.025	-1.370	.100	-1.152	.180	-1.153	.180	-1.145	.180	-1.079	.180	-1.079				
		.566	-.406	.030	-1.468	.180	-1.153	.300	-1.198	.300	-1.175	.300	-.966	.300	-.966				
		.605	-.299	.050	-1.521	.300	-1.198	.350	-1.213	.350	-1.167	.350	-.896	.350	-.896				
		.669	-.265	.100	-1.461	.350	-1.213	.400	-.892	.400	-.841	.400	-.755	.400	-.755				
		.684	-.270	.120	-1.433	.400	-.892	.450	-.639	.450	-.610	.450	-.473	.450	-.473				
		.724	-.279	.180	-1.355	.450	-.639	.500	-.593	.500	-.541	.500	-.389	.500	-.389				
		.763	-.215	.250	-1.049	.500	-.593	.550	-.546	.550	-.499	.550	-.390	.550	-.390				
		.803	-.174	.300	-1.062	.550	-.546	.600	-.488	.600	-.450	.600	-.394	.600	-.394				
		.882	-.205	.350	-1.067	.600	-.488	.650	-.423	.650	-.392	.650	-.378	.650	-.378				
		.961	-.092	.400	-1.059	.650	-.423	.700	-.345	.700	-.332	.700	-.360	.700	-.360				
				.450	-.622	.700	-.345	.750	-.280	.750	-.280	.750	-.365	.750	-.365				
				.500	-.457	.750	-.280	.850	-.151	.850	-.151	.850	-.154	.850	-.154				
				.550	-.401	.850	-.151	.950	-.031	.950	-.031	.950	.029	.950	.029				
				.600	-.385	.950	-.031					.990	.098	.990	.098				
				.650	-.371														
				.700	-.338														
				.800	-.205														
				.900	-.027														
				.950	.061														
				.990	.133														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.038	.005	.961	.005	.924	.005	.898	.005	.793	.025	.296	.025	.252	.025	.252				
.222	-.033	.025	.289	.025	.296	.025	.296	.025	.252	.050	.043	.050	-.070	.050	-.070				
.338	-.148	.050	.078	.050	.043	.050	.002	.050	-.070	.100	-.075	.100	-.127	.100	-.127				
.448	-.246	.100	-.137	.100	-.075	.100	-.081	.100	-.127	.180	-.190	.180	-.174	.180	-.174				
.527	-.321	.120	-.132	.120	-.132	.120	-.132	.120	-.132	.300	-.261	.300	-.254	.300	-.254				
.605	-.331	.180	-.182	.180	-.182	.180	-.182	.180	-.182	.400	-.336	.400	-.307	.400	-.307				
.684	-.325	.250	-.252	.250	-.252	.250	-.252	.250	-.252	.500	-.371	.500	-.315	.500	-.315				
.724	-.232	.300	-.292	.300	-.292	.300	-.292	.300	-.292	.600	-.296	.600	-.226	.600	-.226				
.763	-.139	.400	-.356	.400	-.356	.400	-.356	.400	-.356	.650	-.163	.650	-.145	.650	-.145				
.803	-.013	.500	-.418	.500	-.418	.500	-.418	.500	-.418	.700	-.050	.700	-.042	.700	-.042				
.842	.094	.600	-.355	.600	-.355	.600	-.355	.600	-.355	.750	.082	.750	.088	.750	.088				
.921	.176	.650	-.206	.650	-.206	.650	-.206	.650	-.206	.800	.162	.800	.200	.800	.200				
.961	.194	.700	-.068	.700	-.068	.700	-.068	.700	-.068	.900	.233	.900	.233	.900	.233				
		.750	.054	.750	.054	.750	.054	.750	.054	.950	.251	.950	.251	.950	.251				
		.800	.132	.800	.132	.800	.132	.800	.132										
		.900	.247	.900	.247	.900	.247	.900	.247										
		.950	.266	.950	.266	.950	.266	.950	.266										

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(b) M = 0.80 - Concluded

$\alpha = 4.94^\circ$; $C_L = 0.549$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.439	.223	-.671	0.000	.831	0.000	.908	0.000	.962	0.000	.900
.747	-.354	.346	-.793	.003	-.139	.010	-.947	.010	-.685	.010	-.487
.763	-.322	.448	-.980	.010	-1.028	.030	-1.299	.030	-1.281	.030	-1.213
.778	-.241	.487	-.754	.020	-1.305	.050	-1.281	.050	-1.406	.050	-1.271
		.527	-.531	.025	-1.447	.100	-1.243	.100	-1.219	.100	-1.259
		.566	-.393	.030	-1.521	.180	-1.245	.180	-1.221	.180	-1.170
		.605	-.291	.050	-1.599	.300	-.749	.300	-1.207	.300	-1.063
		.669	-.255	.100	-1.569	.350	-.666	.350	-.952	.350	-.950
		.684	-.254	.120	-1.552	.400	-.640	.400	-.679	.400	-.655
		.724	-.247	.180	-1.488	.450	-.617	.450	-.610	.450	-.420
		.763	-.208	.250	-1.002	.500	-.581	.500	-.587	.500	-.381
		.803	-.176	.300	-.865	.550	-.544	.550	-.526	.550	-.396
		.882	-.222	.350	-.827	.600	-.515	.600	-.472	.600	-.399
		.961	-.112	.400	-.745	.650	-.471	.650	-.413	.650	-.382
				.450	-.676	.700	-.434	.700	-.330	.700	-.366
				.500	-.554	.750	-.377	.990	-.081	.750	-.370
				.550	-.521	.850	-.291			.850	-.168
				.600	-.446	.950	-.228			.950	.006
				.650	-.401					.990	.068
				.700	-.358						
				.800	-.253						
				.900	-.128						
				.950	-.079						
				.990	-.032						
WING LOWER SURFACE											
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
		.148	.088	.005	.996	.005	.963	.005	.952	.005	.836
		.222	.002	.025	.368	.025	.395	.025	.362	.025	.325
		.338	-.117	.050	.180	.050	.130	.050	.095	.050	.010
		.448	-.217	.100	-.051	.100	-.011	.100	-.015	.100	-.078
		.527	-.296	.120	-.072	.180	-.122	.180	-.161	.180	-.115
		.605	-.320	.180	-.149	.400	-.320	.300	-.238	.300	-.227
		.684	-.326	.250	-.209	.500	-.377	.400	-.324	.400	-.289
		.724	-.234	.300	-.252	.600	-.367	.500	-.363	.500	-.308
		.763	-.139	.400	-.325	.650	-.229	.600	-.315	.600	-.232
		.803	-.024	.500	-.398	.700	-.084	.650	-.170	.650	-.150
		.842	.083	.600	-.370	.750	.022	.700	-.058	.700	-.045
		.921	.172	.650	-.234	.800	.113	.750	.071	.750	.084
		.961	.183	.700	-.101	.900	.189	.800	.145	.800	.194
				.750	.031	.950	.185				
				.800	.110						
				.900	.205						
				.950	.208						

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(c) $M = 0.825$

$\alpha = -0.06^\circ$; $C_L = 0.004$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.519	.223	-.336	0.000	1.055	0.000	1.042	0.000	1.038	0.000	.970
.747	-.556	.346	-.513	.003	.541	.010	-.231	.010	-.024	.010	.102
.763	-.292	.448	-.418	.010	-.304	.030	-.516	.030	-.440	.030	-.533
.778	-.216	.487	-.377	.020	-.608	.050	-.553	.050	-.716	.050	-.550
		.527	-.325	.025	-.701	.100	-.512	.100	-.461	.100	-.465
		.566	-.252	.030	-.763	.180	-.607	.180	-.611	.180	-.444
		.605	-.183	.050	-.733	.300	-.661	.300	-.675	.300	-.570
		.669	-.175	.100	-.571	.350	-.518	.350	-.687	.350	-.525
		.684	-.213	.120	-.587	.400	-.516	.400	-.706	.400	-.428
		.724	-.289	.180	-.626	.450	-.539	.450	-.624	.450	-.398
		.763	-.263	.250	-.563	.500	-.569	.500	-.467	.500	-.389
		.803	-.246	.300	-.459	.550	-.585	.550	-.439	.550	-.409
		.882	-.257	.350	-.445	.600	-.607	.600	-.451	.600	-.407
		.961	-.110	.400	-.421	.650	-.533	.650	-.426	.650	-.365
				.450	-.415	.700	-.343	.700	-.338	.700	-.343
				.500	-.425	.750	-.251	.990	.107	.750	-.335
				.550	-.460	.850	-.063			.850	-.107
				.600	-.534	.950	.105			.950	.075
				.650	-.542					.990	.142
				.700	-.613						
				.800	-.196						
				.900	.002						
				.950	.093						
				.990	.150						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.145	.005	.680	.005	.614	.005	.562	.005	.562	.005	.406
.222	-.206	.025	-.313	.025	-.195	.025	-.230	.025	-.230	.025	-.217
.338	-.340	.050	-.446	.050	-.509	.050	-.581	.050	-.581	.050	-.585
.448	-.428	.100	-.583	.100	-.566	.100	-.567	.100	-.567	.100	-.540
.527	-.554	.120	-.599	.180	-.594	.180	-.632	.180	-.632	.180	-.560
.605	-.647	.180	-.579	.400	-.705	.300	-.654	.300	-.654	.300	-.544
.684	-.618	.250	-.578	.500	-.789	.400	-.732	.400	-.732	.400	-.535
.724	-.275	.300	-.603	.600	-.280	.500	-.688	.500	-.688	.500	-.438
.763	-.164	.400	-.684	.650	-.162	.600	-.247	.600	-.247	.600	-.259
.803	-.065	.500	-.772	.700	-.062	.650	-.131	.650	-.131	.650	-.156
.842	.020	.600	-.348	.750	-.006	.700	-.022	.700	-.022	.700	-.032
.921	.131	.650	-.200	.800	.049	.750	.065	.750	.065	.750	.081
.961	.158	.700	-.119	.900	.164	.800	.123	.800	.123	.800	.165
		.750	-.041	.950	.195						
		.800	.014								
		.900	.118								
		.950	.198								

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(c) $M = 0.825$ - Continued

$\alpha = 0.92^\circ$; $C_L = 0.140$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.531	.223	-.394	0.700	1.031	0.000	1.039	0.000	1.041
.747	-.631	.346	-.565	.003	.400	.010	-.343	.010	-.175
.763	-.290	.448	-.574	.017	-.456	.030	-.764	.030	-.695
.778	-.216	.487	-.413	.020	-.771	.050	-.642	.050	-.810
		.527	-.341	.025	-.886	.100	-.682	.100	-.658
		.566	-.268	.030	-.944	.180	-.699	.180	-.662
		.605	-.195	.050	-.913	.300	-.801	.300	-.779
		.669	-.190	.100	-.820	.350	-.786	.350	-.821
		.684	-.222	.120	-.751	.400	-.785	.400	-.803
		.724	-.294	.180	-.713	.450	-.785	.450	-.803
		.763	-.286	.250	-.748	.500	-.555	.450	-.840
		.803	-.262	.300	-.759	.550	-.582	.500	-.835
		.882	-.265	.350	-.620	.600	-.559	.550	-.560
		.961	-.103	.400	-.408	.650	-.416	.600	-.335
				.450	-.410	.700	-.316	.650	-.306
				.500	-.433	.750	-.242	.700	-.273
				.550	-.475	.850	-.063	.990	.114
				.600	-.544	.950	.102		
				.650	-.557				
				.700	-.610				
				.800	-.193				
				.900	-.201				
				.950	.091				
				.990	.147				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.093	.005	-.781	.005	.707	.005	.679	.005	.512
.222	-.169	.025	-.121	.025	-.096	.025	-.071	.025	-.112
.338	-.287	.050	-.269	.050	-.336	.050	-.384	.050	-.466
.448	-.392	.100	-.475	.100	-.430	.100	-.426	.100	-.426
.527	-.510	.120	-.468	.180	-.451	.180	-.531	.180	-.421
.605	-.601	.180	-.436	.400	-.630	.300	-.564	.300	-.443
.684	-.426	.250	-.505	.500	-.729	.400	-.638	.400	-.486
.724	-.265	.300	-.538	.600	-.300	.500	-.468	.500	-.423
.763	-.153	.400	-.519	.650	-.167	.600	-.275	.600	-.254
.803	-.040	.500	-.716	.700	-.044	.650	-.144	.650	-.151
.842	.050	.600	-.377	.750	.051	.700	-.021	.700	-.030
.921	.146	.650	-.188	.800	.123	.750	.085	.750	.091
.961	.172	.700	-.075	.900	.222	.800	.156	.800	.182
		.750	.020	.950	.250				
		.800	.083						
		.900	.198						
		.950	.236						

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(c) $M = 0.825$ - Continued

$\alpha = 1.42^\circ$; $C_L = 0.216$

		STATION .148	STATION .402		STATION .595		STATION .775		STATION .913		
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.537	.223	-.418	0.000	1.019	0.000	1.027	0.000	1.040	0.000	-.976
.747	-.683	.346	-.604	.003	.335	.010	-.420	.010	-.229	.010	-.049
.763	-.283	.448	-.698	.010	-.534	.030	-.829	.030	-.800	.030	-.780
.778	-.211	.487	-.557	.020	-.824	.050	-.802	.050	-.843	.050	-.807
		.527	-.372	.025	-.984	.100	-.742	.100	-.719	.100	-.773
		.566	-.285	.030	-1.060	.180	-.789	.180	-.722	.180	-.724
		.605	-.207	.050	-.983	.300	-.871	.300	-.837	.300	-.635
		.669	-.197	.100	-.898	.350	-.904	.350	-.866	.350	-.636
		.684	-.229	.120	-.879	.400	-.857	.400	-.882	.400	-.651
		.724	-.302	.180	-.795	.450	-.852	.450	-.888	.450	-.671
		.763	-.286	.250	-.790	.500	-.747	.500	-.904	.500	-.572
		.803	-.264	.300	-.826	.550	-.550	.550	-.771	.550	-.410
		.882	-.267	.350	-.816	.600	-.482	.600	-.373	.600	-.367
		.961	-.100	.400	-.602	.650	-.376	.650	-.293	.650	-.343
				.450	-.404	.700	-.287	.700	-.245	.700	-.323
				.500	-.417	.750	-.274	.990	.112	.750	-.321
				.550	-.462	.850	-.055			.850	-.103
				.600	-.542	.950	.102			.950	.073
				.650	-.561					.990	.135
				.700	-.553						
				.800	-.191						
				.900	-.301						
				.950	.389						
				.990	.144						
WING LOWER SURFACE											
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.086	.005	.823	.005	.772	.005	.711	.005	.585	.005	.585
.222	-.132	.025	-.043	.025	-.024	.025	-.010	.025	-.061	.025	-.061
.338	-.263	.050	-.202	.050	-.268	.050	-.323	.050	-.386	.050	-.386
.448	-.368	.100	-.421	.100	-.339	.100	-.354	.100	-.357	.100	-.357
.527	-.484	.120	-.391	.180	-.400	.180	-.483	.180	-.375	.180	-.375
.605	-.549	.180	-.402	.400	-.575	.300	-.463	.300	-.387	.300	-.387
.684	-.432	.250	-.474	.500	-.639	.400	-.558	.400	-.456	.400	-.456
.724	-.272	.300	-.501	.600	-.317	.500	-.510	.500	-.406	.500	-.406
.763	-.153	.400	-.574	.650	-.171	.600	-.287	.600	-.252	.600	-.252
.803	-.033	.500	-.665	.700	-.040	.650	-.140	.650	-.147	.650	-.147
.842	.059	.600	-.359	.750	.062	.700	-.018	.700	-.029	.700	-.029
.921	.154	.650	-.195	.800	.140	.750	.092	.750	.096	.750	.096
.961	.175	.700	-.073	.900	.232	.800	.163	.800	.192	.800	.192
		.750	.034	.950	.261						
		.800	.101								
		.900	.211								
		.950	.242								

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(c) $M = 0.825$ - Continued

$\alpha = 1.94^\circ$; $C_L = 0.285$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.531	.223	-.437	0.000	1.003	0.000	1.019	0.000	1.034	0.000	.975
.747	-.673	.346	-.649	.003	.296	.010	-.498	.010	-.281	.010	-.119
.763	-.280	.448	-.718	.010	-.621	.030	-.882	.030	-.880	.030	-.836
.778	-.206	.487	-.768	.020	-.883	.050	-.890	.050	-.980	.050	-.869
		.527	-.456	.025	-1.046	.100	-.795	.100	-.748	.100	-.852
		.566	-.314	.030	-1.135	.180	-.863	.180	-.850	.180	-.821
		.605	-.227	.050	-1.104	.300	-.948	.300	-.878	.300	-.710
		.669	-.214	.100	-.954	.350	-.965	.350	-.893	.350	-.627
		.684	-.239	.120	-.914	.400	-.975	.400	-.917	.400	-.679
		.724	-.306	.180	-.862	.450	-.991	.450	-.954	.450	-.702
		.763	-.292	.250	-.864	.500	-.936	.500	-.971	.500	-.717
		.803	-.261	.300	-.876	.550	-.846	.550	-.714	.550	-.574
		.882	-.264	.350	-.874	.600	-.446	.600	-.419	.600	-.364
		.961	-.691	.400	-.874	.650	-.332	.650	-.324	.650	-.323
				.450	-.560	.700	-.761	.700	-.244	.700	-.314
				.500	-.422	.750	-.199	.990	.088	.750	-.311
				.550	-.456	.850	-.053			.850	-.102
				.600	-.520	.950	.095			.950	.071
				.650	-.543					.990	.131
				.700	-.510						
				.800	-.192						
				.900	-.302						
				.950	.088						
				.990	.142						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.000	1.003	.005	.853
.010	.296	.025	-.003
.030	-.621	.050	-.132
.050	-.883	.100	-.349
.100	-1.046	.120	-.346
.180	-1.135	.180	-.360
.300	-1.104	.250	-.435
.350	-.954	.300	-.477
.400	-.975	.400	-.529
.450	-.991	.500	-.601
.500	-.936	.600	-.378
.550	-.846	.650	-.209
.600	-.446	.700	-.079
.650	-.332	.750	.040
.700	-.761	.800	.109
.750	-.199	.900	.217
.850	-.053	.950	.246
.950	.095		

WING LOWER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.810	.005	.767
.025	.057	.025	.071
.050	-.213	.050	-.239
.100	-.282	.100	-.293
.180	-.365	.180	-.433
.400	-.525	.300	-.423
.500	-.583	.400	-.511
.600	-.332	.500	-.493
.650	-.180	.600	-.290
.700	-.047	.650	-.151
.750	.062	.700	-.024
.800	.145	.750	.087
.900	.238	.800	.160
.950	.265		

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(c) $M = 0.825$ - Continued

$\alpha = 2.41^\circ$; $C_L = 0.338$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.541	.223	-.473	0.000	.979	0.000	1.030	0.000	.972
.747	-.613	.346	-.681	.303	.247	.010	-.552	.010	-.165
.763	-.279	.448	-.727	.010	-.659	.030	-.940	.030	-.872
.778	-.206	.487	-.795	.020	-.946	.050	-.917	.050	-.931
		.527	-.518	.025	-1.102	.100	-.869	.100	-.936
		.566	-.349	.030	-1.184	.180	-.928	.180	-.877
		.605	-.248	.050	-1.212	.300	-.986	.300	-.768
		.669	-.224	.100	-1.129	.350	-1.017	.350	-.739
		.684	-.249	.120	-1.068	.400	-1.005	.400	-.714
		.724	-.299	.180	-.869	.450	-1.046	.450	-.735
		.763	-.294	.250	-.913	.500	-1.026	.500	-.712
		.803	-.262	.300	-.911	.550	-.655	.550	-.490
		.882	-.247	.350	-.922	.600	-.428	.600	-.355
		.961	-.091	.400	-.924	.650	-.364	.650	-.324
				.450	-.890	.700	-.295	.700	-.318
				.500	-.503	.750	-.219	.750	-.319
				.550	-.455	.850	-.079	.850	-.111
				.600	-.471	.950	.027	.950	.059
				.650	-.457			.990	.122
				.700	-.412				
				.800	-.192				
				.900	-.005				
				.950	.082				
				.990	.137				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.025	.005	.990	.005	.821	.005	.810	.005	.661
.222	-.096	.025	.064	.025	.104	.025	.088	.025	.068
.338	-.219	.050	-.391	.050	-.142	.050	-.194	.050	-.279
.448	-.314	.100	-.294	.100	-.252	.100	-.248	.100	-.274
.527	-.436	.120	-.299	.180	-.325	.180	-.380	.180	-.289
.605	-.434	.180	-.324	.400	-.493	.300	-.402	.300	-.354
.684	-.413	.250	-.393	.500	-.570	.400	-.484	.400	-.427
.724	-.264	.300	-.425	.600	-.345	.500	-.474	.500	-.403
.763	-.156	.400	-.484	.650	-.194	.600	-.297	.600	-.251
.803	-.031	.500	-.581	.700	-.056	.650	-.159	.650	-.154
.842	.076	.600	-.403	.750	.057	.700	-.041	.700	-.038
.921	.165	.650	-.208	.800	.145	.750	.077	.750	.093
.961	.183	.700	-.081	.900	.231	.800	.145	.800	.194
		.750	.041	.950	.249				
		.800	.112						
		.900	.275						
		.950	.252						

TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(c) $M = 0.825$ - Continued

$\alpha = 2.92^\circ$; $C_L = 0.381$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.547	.223	-.500	0.000	.958	0.000	.993	0.000	.963
.747	-.582	.346	-.696	.003	.176	.010	-.611	.010	-.180
.763	-.274	.448	-.800	.010	-.725	.030	-.995	.030	-.924
.778	-.210	.487	-.777	.020	-1.008	.050	-.999	.050	-.974
		.527	-.621	.025	-1.150	.100	-.936	.100	-.966
		.566	-.398	.030	-1.248	.180	-.984	.180	-.919
		.605	-.271	.050	-1.321	.300	-1.023	.300	-.821
		.669	-.240	.100	-1.214	.350	-1.043	.350	-.781
		.684	-.258	.120	-1.202	.400	-1.062	.400	-.774
		.724	-.303	.180	-.911	.450	-1.073	.450	-.777
		.763	-.290	.250	-.937	.500	-.655	.500	-.654
		.803	-.242	.300	-.948	.550	-.495	.550	-.390
		.882	-.240	.350	-.954	.600	-.442	.600	-.332
		.961	-.094	.400	-.956	.650	-.383	.650	-.323
				.450	-.971	.700	-.334	.700	-.330
				.500	-.599	.750	-.289	.750	-.337
				.550	-.446	.850	-.162	.850	-.129
				.600	-.425	.950	-.055	.950	.046
				.650	-.403			.900	.113
				.700	-.379				
				.800	-.194				
				.900	-.018				
				.950	.073				
				.990	.126				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	.005	.005	.919	.005	.855	.035	.834	.005	.706
.222	-.079	.025	.137	.025	.167	.025	.145	.025	.081
.338	-.204	.050	-.026	.050	-.084	.050	-.119	.050	-.217
.448	-.300	.100	-.234	.100	-.189	.100	-.201	.100	-.248
.527	-.416	.120	-.251	.150	-.285	.180	-.343	.180	-.269
.605	-.427	.180	-.290	.400	-.476	.300	-.378	.300	-.341
.684	-.401	.250	-.337	.500	-.557	.400	-.457	.400	-.424
.724	-.254	.300	-.396	.600	-.395	.500	-.505	.500	-.403
.763	-.155	.400	-.452	.650	-.203	.600	-.329	.600	-.260
.803	-.027	.500	-.559	.700	-.069	.650	-.176	.650	-.158
.882	.079	.600	-.376	.750	.044	.700	-.054	.700	-.043
.921	.168	.650	-.211	.800	.132	.750	.070	.750	.086
.961	.183	.700	-.075	.900	.226	.800	.144	.800	.191
		.750	.043	.950	.229				
		.800	.112						
		.900	.228						
		.950	.251						

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(c) $M = 0.825$ - Continued

$\alpha = 3.93^\circ$; $C_L = 0.448$

		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE									
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.530	.223	-.569	0.000	.907	0.000	-.973	0.000	1.009	0.000	-.949
.747	-.442	.346	-.712	.003	.066	.010	-.705	.010	-.479	.010	-.292
.763	-.284	.448	-.907	.013	-.811	.030	-1.034	.030	-1.063	.030	-1.018
.778	-.223	.487	-.900	.020	-1.101	.050	-1.097	.050	-1.201	.050	-1.082
		.527	-.697	.025	-1.244	.100	-1.031	.100	-1.008	.100	-1.051
		.566	-.454	.030	-1.323	.180	-1.056	.180	-1.035	.180	-1.016
		.605	-.304	.050	-1.406	.300	-1.123	.300	-1.079	.300	-.926
		.669	-.259	.100	-1.349	.350	-.906	.350	-.986	.350	-.880
		.684	-.256	.120	-1.336	.400	-.755	.400	-.615	.400	-.853
		.724	-.281	.180	-1.250	.450	-.551	.450	-.501	.450	-.644
		.763	-.253	.250	-.974	.500	-.523	.500	-.474	.500	-.427
		.803	-.217	.300	-.995	.550	-.489	.550	-.459	.550	-.345
		.982	-.227	.350	-1.004	.600	-.454	.600	-.433	.600	-.336
		.961	-.098	.400	-1.004	.650	-.420	.650	-.404	.650	-.348
				.450	-.916	.700	-.380	.700	-.377	.700	-.359
				.500	-.478	.750	-.339	.990	-.176	.750	-.374
				.550	-.409	.850	-.261			.850	-.166
				.600	-.412	.950	-.188			.950	.005
				.650	-.402					.990	.070
				.700	-.375						
				.800	-.244						
				.900	-.090						
				.950	-.035						
				.990	.036						
WING LOWER SURFACE											
	X/C CP		X/C CP		X/C CP		X/C CP		X/C CP		X/C CP
	.148 .046		.305 .959		.005 .900		.005 .888		.005 .760		
	.222 -.041		.025 .246		.025 .256		.025 .245		.025 .200		
	.338 -.160		.050 .056		.050 .032		.050 -.039		.050 -.101		
	.448 -.269		.100 -.147		.100 -.100		.100 -.113		.100 -.175		
	.527 -.376		.120 -.171		.180 -.221		.150 -.259		.180 -.221		
	.605 -.403		.180 -.227		.400 -.418		.300 -.327		.300 -.312		
	.684 -.407		.250 -.282		.500 -.511		.400 -.427		.400 -.392		
	.724 -.266		.300 -.336		.600 -.480		.500 -.505		.500 -.410		
	.763 -.160		.400 -.415		.650 -.239		.600 -.364		.600 -.275		
	.803 -.032		.500 -.539		.700 -.095		.650 -.202		.650 -.177		
	.842 .078		.600 -.431		.750 .019		.700 -.082		.700 -.065		
	.921 .169		.650 -.246		.800 .102		.750 .040		.750 .072		
	.961 .180		.700 -.107		.900 .186		.800 .121		.800 .176		
			.750 .019		.950 .177						
			.800 .100								
			.900 .203								
			.950 .217								

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(c) $M = 0.825$ - Concluded

$\alpha = 4.89^\circ$; $C_L = 0.500$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.479	.223	-.650	.000	-.881	.000	-.950	.000	-.993	.000	-.930								
.747	-.424	.346	-.738	.003	-.043	.010	-.803	.010	-.566	.010	-.367								
.763	-.315	.448	-.949	.010	-.911	.030	-1.165	.030	-1.138	.030	-1.088								
.778	-.246	.487	-.946	.020	-1.169	.050	-1.178	.050	-1.257	.050	-1.161								
		.527	-.625	.025	-1.299	.100	-1.124	.100	-1.092	.100	-1.142								
		.566	-.435	.030	-1.397	.180	-1.136	.180	-1.115	.180	-1.083								
		.605	-.305	.050	-1.485	.300	-.662	.300	-1.115	.300	-1.016								
		.669	-.253	.100	-1.442	.350	-.586	.350	-.845	.350	-.941								
		.684	-.243	.120	-1.427	.400	-.571	.400	-.627	.400	-.789								
		.724	-.262	.180	-1.379	.450	-.550	.450	-.560	.450	-.521								
		.763	-.250	.250	-1.005	.500	-.539	.500	-.538	.500	-.430								
		.803	-.213	.300	-.812	.550	-.526	.550	-.492	.550	-.393								
		.882	-.254	.350	-.744	.600	-.479	.600	-.469	.600	-.379								
		.961	-.124	.400	-.703	.650	-.462	.650	-.430	.650	-.373								
				.450	-.671	.700	-.438	.700	-.375	.700	-.373								
				.500	-.614	.750	-.405	.750	-.370	.750	-.370								
				.550	-.552	.850	-.379			.850	-.199								
				.600	-.513	.950	-.297			.950	-.065								
				.650	-.453					.990	-.023								
				.700	-.411														
				.800	-.337														
				.900	-.251														
				.950	-.167														
				.990	-.143														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.081	.005	.979	.005	.934	.005	.924	.005	.805								
		.222	.008	.025	.346	.025	.352	.025	.333	.025	.267								
		.338	-.130	.050	.151	.050	.109	.050	.058	.050	-.031								
		.448	-.248	.100	-.092	.100	-.018	.100	-.053	.100	-.103								
		.527	-.340	.120	-.108	.180	-.156	.180	-.201	.180	-.169								
		.605	-.384	.180	-.167	.400	-.380	.300	-.279	.300	-.285								
		.684	-.415	.250	-.231	.500	-.480	.400	-.392	.400	-.367								
		.724	-.272	.300	-.283	.600	-.519	.500	-.478	.500	-.407								
		.763	-.167	.400	-.374	.650	-.256	.600	-.402	.600	-.283								
		.803	-.045	.500	-.515	.700	-.119	.650	-.216	.650	-.187								
		.842	.069	.600	-.492	.750	-.006	.700	-.086	.700	-.082								
		.921	.166	.650	.258	.800	.088	.750	.035	.750	.054								
		.961	.172	.700	-.130	.900	.169	.800	.115	.800	.170								
				.750	-.001	.950	.148												
				.800	.085														
				.900	.167														
				.950	.161														

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(d) $M = 0.85$

$\alpha = -0.09^\circ$; $C_L = 0.006$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.448	.223	-.326	0.000	1.060	0.000	1.051	0.000	1.045
.747	-.840	.346	-.496	.003	.553	.010	-.148	.010	.004
.763	-.431	.448	-.590	.010	-.229	.030	-.509	.030	-.402
.778	-.211	.487	-.371	.020	-.557	.050	-.506	.050	-.685
		.527	-.296	.025	-.649	.100	-.463	.100	-.431
		.566	-.222	.030	-.738	.180	-.595	.180	-.578
		.605	-.150	.050	-.752	.300	-.714	.300	-.686
		.669	-.146	.100	-.609	.350	-.699	.350	-.697
		.684	-.177	.120	-.589	.400	-.687	.400	-.716
		.724	-.245	.180	-.586	.450	-.666	.450	-.742
		.763	-.245	.250	-.638	.500	-.517	.500	-.762
		.803	-.228	.300	-.660	.550	-.544	.550	-.766
		.882	-.596	.350	-.530	.600	-.596	.600	-.774
		.961	-.089	.400	-.369	.650	-.679	.650	-.653
				.450	-.374	.700	-.710	.700	-.293
				.500	-.384	.750	-.408	.990	.201
				.550	-.421	.850	-.391		
				.600	-.493	.950	.038		
				.650	-.512				
				.700	-.598				
				.800	-.505				
				.900	-.059				
				.950	.309				
				.990	.053				
							</		

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(d) $M = 0.85$ - Continued

$\alpha = 0.90^\circ$; $C_L = 0.108$

FUSELAGE		STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.467	.223	-.359	0.000	1.044	0.000	1.044	0.000	1.047	0.000	.987
.747	-.846	.346	-.550	.003	.456	.010	-.299	.010	-.095	.010	.063
.763	-.355	.448	-.666	.010	-.402	.030	-.668	.030	-.634	.030	-.617
.778	-.189	.487	-.635	.020	-.727	.050	-.567	.050	-.749	.050	-.673
		.527	-.361	.025	-.837	.100	-.615	.100	-.604	.100	-.665
		.566	-.246	.030	-.887	.180	-.666	.180	-.638	.180	-.614
		.605	-.166	.050	-.955	.300	-.786	.300	-.749	.300	-.613
		.669	-.154	.100	-.766	.350	-.797	.350	-.778	.350	-.609
		.684	-.185	.120	-.780	.400	-.795	.400	-.802	.400	-.640
		.724	-.256	.180	-.685	.450	-.793	.450	-.816	.450	-.670
		.763	-.255	.250	-.720	.500	-.801	.500	-.845	.500	-.688
		.803	-.242	.300	-.738	.550	-.808	.550	-.853	.550	-.709
		.882	-.577	.350	-.760	.600	-.732	.600	-.809	.600	-.642
		.961	-.080	.400	-.759	.650	-.670	.650	-.297	.650	-.313
				.450	-.405	.700	-.321	.700	-.244	.700	-.249
				.500	-.364	.750	-.214	.990	.066	.750	-.245
				.550	-.409	.850	-.062			.850	-.074
				.600	-.479	.950	.069			.950	.080
				.650	-.509					.990	.134
				.700	-.598						
				.800	-.309						
				.900	-.211						
				.950	.063						
				.990	.105						

WING UPPER SURFACE		WING LOWER SURFACE	
X/C	CP	X/C	CP
.005	.795	.005	.714
.025	-.126	.025	-.053
.050	-.238	.050	-.341
.100	-.422	.100	-.441
.120	-.445	.180	-.413
.180	-.448	.400	-.633
.250	-.482	.500	-.734
.300	-.509	.600	-.338
.400	-.593	.650	-.220
.500	-.716	.700	-.177
.600	-.381	.750	-.133
.650	-.241	.800	-.099
.700	-.201	.900	.306
.750	-.164	.950	.071
.800	-.141		
.900	-.036		
.950	.072		

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(d) M = 0.85 - Continued

$\alpha = 1.43^\circ$; $C_L = 0.160$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.474	.223	-.393	0.000	1.021	0.000	1.044	0.000	.985
.747	-.866	.346	-.591	.003	.394	.010	-.173	.010	.002
.763	-.325	.448	-.674	.010	-.469	.030	-.719	.030	-.683
.778	-.184	.487	-.728	.020	-.764	.050	-.754	.050	-.751
		.527	-.436	.025	-.894	.100	-.656	.100	-.738
		.566	-.283	.037	-.981	.180	-.710	.180	-.706
		.605	-.183	.050	-.943	.300	-.789	.300	-.649
		.669	-.169	.100	-.826	.350	-.819	.350	-.626
		.684	-.193	.120	-.803	.400	-.846	.400	-.652
		.724	-.262	.180	-.745	.450	-.860	.450	-.686
		.763	-.265	.250	-.760	.500	-.867	.500	-.706
		.803	-.252	.300	-.788	.550	-.813	.550	-.738
		.882	-.560	.350	-.796	.600	-.830	.600	-.561
		.961	-.077	.400	-.807	.650	-.292	.650	-.299
				.450	-.713	.700	-.255	.700	-.246
				.500	-.425	.750	-.209	.750	-.247
				.550	-.406	.850	-.083	.850	-.080
				.600	-.474	.950	.023	.950	.073
				.650	-.504			.990	.123
				.700	-.596				
				.800	-.218				
				.900	.006				
				.950	.083				
				.990	.128				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.062	.005	-.831	.005	.750	.005	.725	.005	-.560
.222	-.130	.025	-.051	.025	.013	.025	.006	.025	-.047
.338	-.251	.050	-.189	.050	-.291	.050	-.320	.050	-.416
.448	-.350	.100	-.390	.100	-.337	.100	-.357	.100	-.365
.527	-.470	.120	-.395	.180	-.388	.180	-.474	.180	-.396
.605	-.582	.180	-.382	.400	-.584	.300	-.579	.300	-.517
.684	-.735	.250	-.444	.500	-.703	.400	-.603	.400	-.551
.724	-.478	.300	-.492	.600	-.413	.500	-.720	.500	-.640
.763	-.206	.400	-.585	.650	-.229	.600	-.379	.600	-.270
.803	-.090	.500	-.700	.700	-.173	.650	-.199	.650	-.151
.842	-.022	.600	-.536	.750	-.117	.700	-.111	.700	-.041
.921	.107	.650	-.248	.800	-.087	.750	-.074	.750	.057
.961	.151	.700	-.189	.900	.025	.800	-.012	.800	.130
		.750	-.141	.950	.079				
		.800	-.115						
		.900	.007						
		.950	.097						

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(d) M= 0.85 - Continued

$\alpha = 1.97^\circ$; $C_L = 0.211$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.486	.223	-.424	0.000	1.022	0.000	1.032	0.000	.982
.747	-.863	.346	-.613	.003	.325	.010	-.421	.010	-.043
.763	-.306	.448	-.700	.010	-.527	.030	-.784	.030	-.730
.778	-.178	.487	-.744	.020	-.815	.050	-.798	.050	-.794
		.527	-.572	.025	-.968	.100	-.735	.100	-.784
		.566	-.338	.030	-1.055	.180	-.796	.180	-.758
		.605	-.222	.050	-1.047	.300	-.882	.300	-.733
		.669	-.184	.100	-.949	.350	-.903	.350	-.681
		.684	-.206	.120	-.857	.400	-.930	.400	-.685
		.724	-.264	.180	-.787	.450	-.955	.450	-.712
		.763	-.273	.250	-.815	.500	-.931	.500	-.736
		.803	-.262	.300	-.820	.550	-.738	.550	-.735
		.882	-.453	.350	-.837	.600	-.397	.600	-.479
		.961	-.077	.400	-.848	.650	-.340	.650	-.275
				.450	-.868	.700	-.299	.700	-.254
				.500	-.742	.750	-.262	.750	-.267
				.550	-.432	.850	-.162	.850	-.103
				.600	-.466	.950	-.055	.950	.056
				.650	-.452			.990	.103
				.700	-.507				
				.800	-.198				
				.900	.006				
				.950	.083				
				.990	.126				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.044	.005	.857	.005	.789	.005	.740	.005	.625
.222	-.107	.025	.034	.025	.064	.025	.041	.025	-.002
.338	-.244	.050	-.141	.050	-.231	.050	-.265	.050	-.371
.448	-.333	.100	-.337	.100	-.283	.100	-.302	.100	-.332
.527	-.457	.120	-.333	.180	-.354	.180	-.439	.180	-.379
.605	-.554	.180	-.352	.400	-.552	.300	-.480	.300	-.494
.684	-.712	.250	-.427	.500	-.670	.400	-.576	.400	-.505
.724	-.465	.300	-.464	.600	-.690	.500	-.682	.500	-.606
.763	-.181	.400	-.559	.650	-.263	.600	-.536	.600	-.301
.803	-.086	.500	-.671	.700	-.174	.650	-.224	.650	-.161
.842	-.001	.600	-.772	.750	-.128	.700	-.128	.700	-.047
.921	.121	.650	-.260	.800	-.073	.750	-.066	.750	.049
.961	.165	.700	-.171	.900	.049	.800	.008	.800	.130
		.750	-.113	.950	.113				
		.800	-.086						
		.900	.059						
		.950	.156						

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TABLE XII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(d) $M = 0.85$ - Continued $\alpha = 2.39^\circ$; $C_L = 0.249$

STATION .148		STATION .402		STATION .595		STATION .775		STATION .913	
FUSELAGE		WING UPPER SURFACE							
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.731	-.492	.223	-.450	0.000	1.010	0.000	1.025	0.000	1.044
.747	-.894	.346	-.630	.003	.293	.010	-.459	.010	-.267
.763	-.288	.448	-.733	.010	-.594	.030	-.847	.030	-.828
.778	-.177	.487	-.754	.020	-.846	.050	-.817	.050	-.940
		.527	-.695	.025	-1.000	.100	-.773	.100	-.721
		.566	-.394	.030	-1.078	.180	-.832	.180	-.802
		.605	-.242	.050	-1.108	.300	-.914	.300	-.882
		.669	-.206	.100	-1.036	.350	-.938	.350	-.907
		.684	-.217	.120	-1.049	.400	-.955	.400	-.913
		.724	-.273	.180	-.804	.450	-.988	.450	-.795
		.763	-.283	.250	-.833	.500	-.697	.500	-.472
		.803	-.272	.300	-.863	.550	-.435	.550	-.369
		.882	-.418	.350	-.864	.600	-.392	.600	-.346
		.961	-.079	.400	-.878	.650	-.355	.650	-.334
				.450	-.986	.700	-.326	.700	-.303
				.500	-.849	.750	-.294	.990	-.138
				.550	-.484	.850	-.203		
				.600	-.433	.950	-.118		
				.650	-.384				
				.700	-.411				
				.800	-.204				
				.900	-.307				
				.950	.075				
				.990	.116				
WING LOWER SURFACE									
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP
.148	-.011	.005	.989	.005	.825	.005	.788	.005	.647
.222	-.096	.025	.076	.025	.099	.025	.112	.025	.055
.338	-.219	.050	-.070	.050	-.146	.050	-.200	.050	-.296
.448	-.322	.100	-.308	.100	-.262	.100	-.261	.100	-.316
.527	-.443	.120	-.307	.180	-.340	.180	-.420	.180	-.362
.605	-.537	.180	-.333	.400	-.536	.300	-.464	.300	-.465
.684	-.692	.250	-.403	.500	-.647	.400	-.544	.400	-.496
.724	-.461	.300	-.446	.600	-.810	.500	-.661	.500	-.603
.763	-.170	.400	-.530	.650	-.291	.600	-.675	.600	-.348
.803	-.064	.500	-.636	.700	-.177	.650	-.234	.650	-.168
.842	.018	.600	-.797	.750	-.105	.700	-.130	.700	-.053
.921	.133	.650	-.283	.800	-.054	.750	-.063	.750	.048
.961	.168	.700	-.161	.900	.075	.800	.019	.800	.130
		.750	-.101	.950	.116				
		.800	-.056						
		.900	.109						
		.950	.178						

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(d) $M = 0.85$ - Continued

$\alpha = 2.81^\circ$; $C_L = 0.295$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.509	.223	-.468	0.000	.990	0.000	1.022	0.000	1.039	0.000	1.039	0.000	.971	0.000	.971				
.747	-.882	.346	-.644	.003	.244	.010	-.495	.010	-.286	.010	-.286	.010	-.137	.010	-.137				
.763	-.299	.448	-.814	.010	-.625	.030	-.896	.030	-.874	.030	-.874	.030	-.632	.030	-.632				
.778	-.182	.487	-.832	.020	-.897	.050	-.902	.050	-.997	.050	-.997	.050	-.870	.050	-.870				
		.527	-.780	.025	-1.048	.100	-.845	.100	-.812	.100	-.812	.100	-.867	.100	-.867				
		.566	-.453	.030	-1.145	.180	-.861	.180	-.862	.180	-.862	.180	-.836	.180	-.836				
		.605	-.280	.050	-1.204	.300	-.978	.300	-.923	.300	-.923	.300	-.805	.300	-.805				
		.669	-.238	.100	-1.117	.350	-.989	.350	-.951	.350	-.951	.350	-.770	.350	-.770				
		.684	-.232	.120	-1.117	.400	-.993	.400	-.874	.400	-.874	.400	-.765	.400	-.765				
		.724	-.278	.180	-.883	.450	-.695	.450	-.546	.450	-.546	.450	-.784	.450	-.784				
		.763	-.284	.250	-.864	.500	-.480	.500	-.419	.500	-.419	.500	-.788	.500	-.788				
		.803	-.284	.300	-.890	.550	-.425	.550	-.389	.550	-.389	.550	-.603	.550	-.603				
		.882	-.299	.350	-.911	.600	-.394	.600	-.376	.600	-.376	.600	-.339	.600	-.339				
		.961	-.086	.400	-.915	.650	-.366	.650	-.358	.650	-.358	.650	-.274	.650	-.274				
				.450	-.928	.700	-.339	.700	-.340	.700	-.340	.700	-.272	.700	-.272				
				.500	-.949	.750	-.317	.750	-.317	.750	-.317	.750	-.303	.750	-.303				
				.550	-.516	.850	-.253	.850	-.253	.850	-.253	.850	-.136	.850	-.136				
				.600	-.395	.950	-.186	.950	-.186	.950	-.186	.950	.015	.950	.015				
				.650	-.356								.072		.072				
				.700	-.364														
				.800	-.227														
				.900	-.035														
				.950	.032														
				.990	.085														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.008	.005	.909	.005	.834	.005	.816	.005	.674	.005	.674	.005	.674				
		.222	-.068	.025	.124	.025	.136	.025	.132	.025	.095	.025	.095	.025	.095				
		.338	-.201	.050	-.037	.050	-.089	.050	-.163	.050	-.239	.050	-.239	.050	-.239				
		.448	-.307	.100	-.256	.100	-.198	.100	-.271	.100	-.278	.100	-.278	.100	-.278				
		.527	-.426	.120	-.256	.180	-.300	.180	-.368	.180	-.329	.180	-.329	.180	-.329				
		.605	-.521	.180	-.285	.400	-.500	.300	-.406	.300	-.406	.300	-.406	.300	-.406				
		.684	-.658	.250	-.358	.500	-.614	.400	-.529	.400	-.496	.400	-.496	.400	-.496				
		.724	-.447	.300	-.413	.600	-.805	.500	-.630	.500	-.596	.500	-.596	.500	-.596				
		.763	-.174	.400	-.496	.650	-.356	.600	-.793	.600	-.398	.600	-.398	.600	-.398				
		.803	-.063	.500	-.615	.700	-.190	.650	-.281	.650	-.182	.650	-.182	.650	-.182				
		.842	.027	.600	-.801	.750	-.123	.700	-.147	.700	-.060	.700	-.060	.700	-.060				
		.921	.140	.650	-.318	.800	-.056	.750	-.079	.750	.039	.750	.039	.750	.039				
		.961	.170	.700	-.179	.900	.076	.800	-.007	.800	.124	.800	.124	.800	.124				
				.750	-.104	.950	.115												
				.800	-.052														
				.900	.125														
				.950	.192														

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TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Continued

(d) $M = 0.85$ - Continued

$\alpha = 3.90^\circ$; $C_L = 0.367$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.484	.223	-.546	0.000	.947	0.000	.997	0.000	1.025	0.000	.966	0.000	.966	0.000	.966				
.747	-.771	.346	-.660	.003	.123	.010	-.624	.010	-.383	.010	-.206	.010	-.206	.010	-.206				
.763	-.267	.448	-.870	.010	-.713	.030	-.966	.030	-.958	.030	-.899	.030	-.899	.030	-.899				
.778	-.210	.487	-.878	.020	-.999	.050	-.981	.050	-1.072	.050	-.966	.050	-.966	.050	-.966				
		.527	-.861	.025	-1.143	.100	-.945	.100	-.918	.100	-.980	.100	-.980	.100	-.980				
		.566	-.518	.030	-1.210	.180	-.992	.180	-.937	.180	-.943	.180	-.943	.180	-.943				
		.605	-.332	.050	-1.304	.300	-1.036	.300	-1.008	.300	-.894	.300	-.894	.300	-.894				
		.669	-.245	.100	-1.232	.350	-.896	.350	-.975	.350	-.832	.350	-.832	.350	-.832				
		.684	-.235	.120	-1.219	.400	-.537	.400	-.554	.400	-.833	.400	-.833	.400	-.833				
		.724	-.251	.180	-1.168	.450	-.477	.450	-.454	.450	-.823	.450	-.823	.450	-.823				
		.763	-.266	.250	-.913	.500	-.461	.500	-.438	.500	-.617	.500	-.617	.500	-.617				
		.803	-.244	.300	-.928	.550	-.436	.550	-.413	.550	-.443	.550	-.443	.550	-.443				
		.882	-.263	.350	-.940	.600	-.414	.600	-.402	.600	-.338	.600	-.338	.600	-.338				
		.961	-.110	.400	-.929	.650	-.394	.650	-.392	.650	-.299	.650	-.299	.650	-.299				
				.450	-.803	.700	-.374	.700	-.375	.700	-.308	.700	-.308	.700	-.308				
				.500	-.485	.750	-.344	.750	-.329	.750	-.322	.750	-.322	.750	-.322				
				.550	-.421	.850	-.298	.850		.850	-.185	.850	-.185	.850	-.185				
				.600	-.401	.950	-.265	.950		.950	-.047	.950	-.047	.950	-.047				
				.650	-.392					.990	-.017	.990	-.017	.990	-.017				
				.700	-.383														
				.800	-.310														
				.900	-.186														
				.950	-.146														
				.990	-.085														
WING LOWER SURFACE																			
X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.148	.043	.005	.961	.005	.903	.005	.876	.005	.746	.005	.746	.005	.746	.005	.746				
.222	-.032	.025	.247	.025	.267	.025	.231	.025	.130	.025	.130	.025	.130	.025	.130				
.338	-.162	.050	.349	.050	-.307	.050	-.062	.050	-.152	.050	-.152	.050	-.152	.050	-.152				
.448	-.268	.100	-.160	.100	-.118	.100	-.141	.100	-.203	.100	-.203	.100	-.203	.100	-.203				
.527	-.390	.120	-.170	.180	-.225	.180	-.280	.180	-.243	.180	-.243	.180	-.243	.180	-.243				
.605	-.491	.180	-.237	.400	-.446	.300	-.353	.300	-.348	.300	-.348	.300	-.348	.300	-.348				
.684	-.619	.250	-.295	.500	-.579	.400	-.469	.400	-.466	.400	-.466	.400	-.466	.400	-.466				
.724	-.445	.300	-.367	.600	-.778	.500	-.597	.500	-.576	.500	-.576	.500	-.576	.500	-.576				
.763	-.188	.400	-.447	.650	-.696	.600	-.797	.600	-.534	.600	-.534	.600	-.534	.600	-.534				
.803	-.057	.500	-.575	.700	-.217	.650	-.358	.650	-.198	.650	-.198	.650	-.198	.650	-.198				
.842	.046	.600	-.752	.750	-.119	.700	-.158	.700	-.083	.700	-.083	.700	-.083	.700	-.083				
.921	.148	.650	-.488	.800	-.024	.750	-.088	.750	.032	.750	.032	.750	.032	.750	.032				
.961	.175	.700	-.200	.900	.095	.800	-.078	.800	.131	.800	.131	.800	.131	.800	.131				
		.750	-.090	.950	.117														
		.800	-.013																
		.900	.131																
		.950	.171																

TABLE XIII.- WING AND FUSELAGE PRESSURE COEFFICIENTS FOR CONFIGURATION 126 - Concluded

(d) $M = 0.85$ - Concluded

$\alpha = 4.92^\circ$; $C_L = 0.435$

STATION .148				STATION .402				STATION .595				STATION .775				STATION .913			
FUSELAGE				WING UPPER SURFACE															
X/L	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
.731	-.459	.223	-.613	.000	.912	.000	.960	.000	1.016	.000	.942	.010	-.293	.010	-.293				
.747	-.776	.346	-.695	.003	.032	.010	-.685	.030	-1.061	.030	-1.042	.030	-.986	.030	-.986				
.763	-.302	.448	-.900	.010	-.806	.050	-1.061	.050	-1.163	.050	-1.163	.050	-1.050	.050	-1.050				
.778	-.245	.487	-.935	.020	-1.083	.100	-1.024	.100	-1.008	.100	-1.008	.100	-1.049	.100	-1.049				
		.527	-.773	.025	-1.213	.180	-1.054	.180	-1.025	.180	-1.025	.180	-1.014	.180	-1.014				
		.566	-.502	.030	-1.293	.300	-.724	.300	-.929	.300	-.929	.300	-.958	.300	-.958				
		.605	-.339	.050	-1.361	.350	-.558	.350	-.669	.350	-.669	.350	-.905	.350	-.905				
		.669	-.262	.100	-1.342	.400	-.533	.400	-.503	.400	-.503	.400	-.795	.400	-.795				
		.684	-.234	.120	-1.319	.450	-.510	.450	-.494	.450	-.494	.450	-.569	.450	-.569				
		.724	-.247	.180	-1.273	.500	-.500	.500	-.478	.500	-.478	.500	-.489	.500	-.489				
		.763	-.241	.250	-1.095	.550	-.479	.550	-.461	.550	-.461	.550	-.433	.550	-.433				
		.803	-.238	.300	-.813	.600	-.476	.600	-.448	.600	-.448	.600	-.401	.600	-.401				
		.882	-.294	.350	-.679	.650	-.472	.650	-.435	.650	-.435	.650	-.386	.650	-.386				
		.961	-.136	.400	-.660	.700	-.441	.700	-.409	.700	-.409	.700	-.372	.700	-.372				
				.450	-.619	.750	-.413	.750	-.291	.750	-.291	.750	-.360	.750	-.360				
				.500	-.597	.850	-.362	.850		.850		.850	-.259	.850	-.259				
				.550	-.553	.950	-.335	.950		.950		.950	-.168	.950	-.168				
				.600	-.511					.990		.990	-.153	.990	-.153				
				.650	-.474														
				.700	-.437														
				.800	-.372														
				.900	-.305														
				.950	-.261														
				.990	-.235														
WING LOWER SURFACE																			
		X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP	X/C	CP				
		.148	.089	.005	.986	.005	.949	.005	.904	.005	.797	.005	.797	.005	.797				
		.222	.009	.025	.339	.025	.328	.025	.328	.025	.256	.025	.256	.025	.256				
		.338	-.127	.050	.132	.050	.099	.050	.036	.050	-.045	.050	-.045	.050	-.045				
		.448	-.739	.100	-.083	.100	-.048	.100	-.065	.100	-.136	.100	-.136	.100	-.136				
		.527	-.361	.120	-.099	.180	-.162	.180	-.211	.180	-.198	.180	-.198	.180	-.198				
		.605	-.393	.180	-.164	.400	-.404	.300	-.299	.300	-.315	.300	-.315	.300	-.315				
		.684	-.615	.250	-.259	.500	-.526	.400	-.430	.400	-.438	.400	-.438	.400	-.438				
		.724	-.430	.300	-.304	.600	-.749	.500	-.553	.500	-.541	.500	-.541	.500	-.541				
		.763	-.192	.400	-.396	.650	-.655	.600	-.772	.600	-.588	.600	-.588	.600	-.588				
		.803	-.063	.500	-.520	.700	-.209	.650	-.428	.650	-.211	.650	-.211	.650	-.211				
		.842	.039	.600	-.731	.750	-.093	.700	-.151	.700	-.097	.700	-.097	.700	-.097				
		.921	.140	.650	-.540	.800	-.012	.750	-.044	.750	.022	.750	.022	.750	.022				
		.961	.162	.700	-.192	.900	.106	.800	.018	.800	.116	.800	.116	.800	.116				
				.750	-.070	.950	.104												
				.800	-.003														
				.900	.124														
				.950	.129														